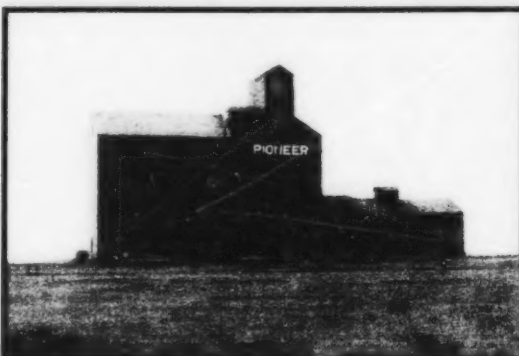
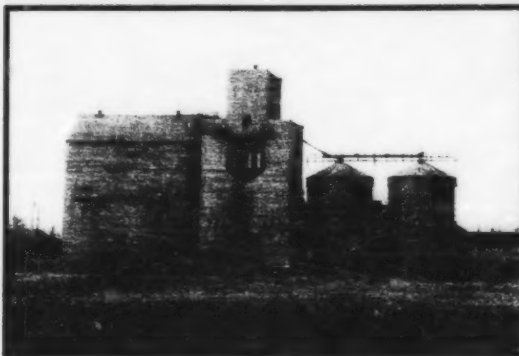
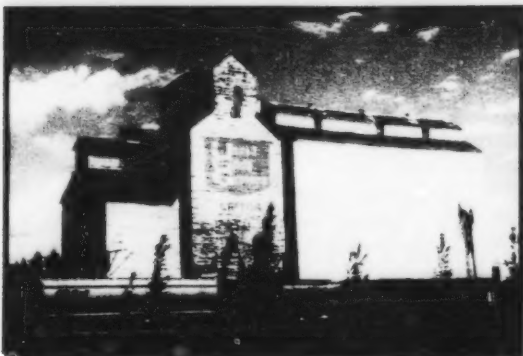
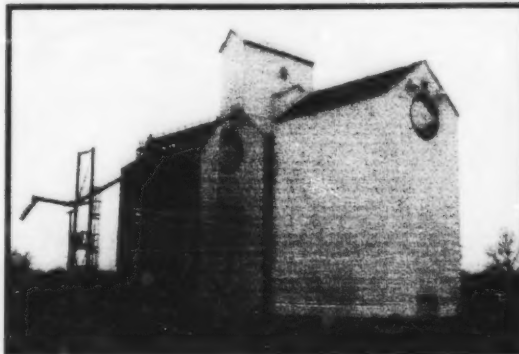


Saskatchewan Grain Elevators

An Inventory-Based Research Project



Prepared For: Saskatchewan Heritage Foundation

By: Maureen Pedersen

September 2000

Contents

A. Grain Elevator Inventory Study – Introduction/Foreword

B. A Brief History of the Grain Elevator in Saskatchewan

- (1) The Beginnings of Agriculture on the Prairies
- (2) Early Grain Handling Facilities
- (3) The First Elevators
- (4) Eras in Elevator Ownership
 - (a) Canadian Dominance, 1881-1902
 - (b) American-based Elevator Companies, 1900s-1910s
 - (c) Farmer Owned Elevator Companies, 1911-1914
 - (d) The Wheat Pool Movement, 1923-1926
 - (e) Mergers and Consolidations Since the Late 1920s
- (5) Changes in Elevator Construction & Design
- (6) Alternative Uses of Elevators

C. Map

D. Alphabetical Listing

E. Chronological Listing

F. Criteria for Assessment of Grain Elevators

G. Table: Licensed Elevators in the Province of Saskatchewan, 1905-1999

Notes:

Appendix 1: Illustrations

Appendix 2: Consolidation of Elevator Companies – Alphabetical

Appendix 3: Consolidation of Elevator Companies – By Company

Sources

Abbreviations Used

CWB	Canadian Wheat Board
GGGC	Grain Growers' Grain Company
SGGA	Saskatchewan Grain Growers' Association
SWP	Saskatchewan Wheat Pool
TGGA	Territorial Grain Growers' Association
UGG	United Grain Growers

A. Grain Elevator Inventory Study – Introduction/Foreword

The wooden country grain elevator first began to appear in the eastern half of the North-West Territories (what is now Saskatchewan) in 1884. It soon became, and still remains, the most readily identifiable man-made addition to the rural Saskatchewan landscape.

But in recent decades country elevators have become far less numerous. There were once approximately 3,300 elevators in Saskatchewan (in 1930-1931). At the end of the 1990s, only about 800 remained in operation. These distinctive structures first appeared in southern Manitoba and rapidly moved west and north as the western agricultural frontier expanded, particularly after 1900, with an influx of eastern Canadian, American and European homesteaders. Elevators rapidly came to symbolize the pre-eminent economic activity of the region in general, and the province of Saskatchewan in particular – cereal grain production.

The disappearance of the country grain elevator has not gone unnoticed. Replacing wooden elevators with large, strategically located concrete and steel grain storage facilities, together with the closure of railway branch lines in some instances, have raised questions about the future economic viability of the smaller family farms and of many of Saskatchewan's villages and small towns.

Given the historical importance of the country elevator in this province, and the likelihood that in at least some local communities there will be an interest in preserving its elevator as a heritage property, the Saskatchewan Heritage Foundation sought to identify an appropriate role to play.

It was decided to commission an inventory of all remaining wooden grain elevators in the province - including such basic information as date of construction, original owner, capacity and any unusual architectural/engineering design features – in the belief that such a document would prove useful to communities, heritage organizations, interested individuals, the Minister responsible for heritage, and possibly the grain elevator companies as well. Such an inventory would also be useful to the Heritage Foundation itself in responding to elevator-related questions from communities and individuals, and in determining the relative merits of applications for cost-shared grant assistance for the retention, stabilization and redevelopment of a limited number of wooden elevators.

Some work had already been undertaken in this regard by the Heritage Branch of Municipal Affairs, Culture and Housing, in partnership with the Saskatchewan Architectural Heritage Society and the University of Regina, through a student job creation program of Human Resources Development Canada. The partnership, initiated in October 1996, focused on the creation of an inventory-based study of grain elevators across the province. This phase of the work, conducted by Calvin Miller, concluded in August 1997 and incorporated data and images collected by Keith Ewart of Saskatoon in the mid-1990s. Having determined the need to proceed with a more comprehensive study, the Heritage Foundation engaged the services of contract researcher Maureen Pedersen who began by reviewing material in the relevant files of the Heritage Unit of Municipal Affairs, Culture and Housing. This included the information and images compiled earlier by Calvin Miller and Keith Ewart.

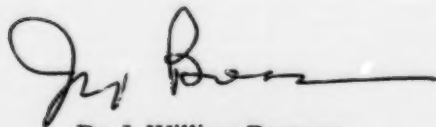
Following some weeks of work in the corporate archives of the Saskatchewan Wheat Pool Head Office in Regina, Ms. Pedersen traveled to Winnipeg where she obtained access to the relevant files of the other major grain companies operating in Saskatchewan: Cargill, Pioneer, N. M. Paterson, United Grain Growers and Parrish and Heimbecker. The Heritage Foundation would like to acknowledge the assistance of all six grain companies, as their co-operation was essential in creating a comprehensive inventory of the remaining elevators in Saskatchewan. This second phase of the work has resulted in a much shorter list of approximately fifty elevators identified for their historical and/or architectural significance, including a good contemporary photographic image.

The more extensive historical overview found at the beginning of this report attempts to acquaint the reader with the evolutionary development of grain handling facilities in the prairie west, from earliest beginnings through the 20th century. It describes the design, physical construction and geographic placement of elevators, as well as the somewhat convoluted formation and merging of both the private "line elevator" firms and the farmer-owned companies that emerged after 1900.

The basic design, composition and configuration of the country elevator were all firmly established by the early decades of the 20th century, and were little modified until much larger regional concrete grain silos began to appear in the 1980s. However, architectural variations are apparent to the trained observer, and thus the inventory also identifies those variations.

Several appendices are also included in this report. They include an explanation of the criteria chosen for the evaluation of existing elevators, a list in chronological order of the fifty elevators judged to be of greatest historical and/or architectural significance and a map showing their location, some illustrations of the various types of elevators, an alphabetical listing of the many grain companies that have operated in Saskatchewan, a brief overview of the growth and consolidation of each of the remaining six companies currently operating in the province, a bibliography of source materials consulted, and a list of some of the relevant internet sites that are now available.

A final, future, phase of the study will identify a shorter list of three to five of the most significant remaining elevators in the province. These elevators will be further researched and recommended to the Minister for designation as Provincial Heritage Properties.



Dr. J. William Brennan
Saskatchewan Heritage Foundation Chairman

B. A Brief History of the Grain Elevator in Saskatchewan

(1) The Beginnings of Agriculture on the Prairies

The first recorded export shipment of Canadian prairie wheat occurred in 1876. Because of a serious failure of the spring wheat crop in Ontario, attributed to defects in the seed, a representative of a Toronto seed company visited Manitoba to obtain 5000 bushels of wheat to use as seed. Although he did not succeed in getting the entire amount, nearly 860 bushels of Red Fife wheat was shipped from Winnipeg to Ontario.¹

By the late 1870s prairie farmers were producing more wheat than could be absorbed domestically and they began to export the surplus. In 1877, an Ogilvie Flour Mill in Eastern Canada received a consignment of Manitoba wheat. In October 1877, the first shipment of wheat from Manitoba to Great Britain occurred. These early exports initially travelled by Red River Steamer south to Minnesota and from there were shipped by rail to the eastern seaboard. In 1879, Winnipeg obtained rail connections with Minneapolis and commercial shipments began to move south.

Although wheat had been grown annually in the Red River Valley since 1812, a number of developments in the last part of the century encouraged the spread of agriculture across the prairies. In the 1870s the land was surveyed, divided into homesteads and thus prepared for agricultural settlement.² The 1870s also saw the introduction of new, earlier maturing, varieties of wheat such as Red Fife, its hardiness well suited to the prairie environment and growing conditions.³ In the 1880s, new technology in the milling industry enabled millers to produce a high quality white flour from Red Fife wheat, thereby increasing demands for prairie wheat.⁴ In 1883, the completion of the Canadian Pacific Railway (CPR) line between Winnipeg and Port Arthur (present-day Thunder Bay) provided an all-Canadian route for incoming settlers to the west and for agricultural exports to the east. By the turn of the century, rising wheat prices on the world market and the occupation of suitable homestead lands in the United States combined to encourage the beginnings of immigration to the prairies.⁵

With the land surveyed, the transcontinental railway in place, increasing demands for prairie wheat, and an influx of immigrants willing to settle and work the land, the base was laid for the development and expansion of agriculture and thus the emergence of the grain elevator on the prairies.

(2) Early Grain Handling Facilities

From the farm, grain was hauled by horse-drawn wagons to the rail site to be loaded onto a boxcar for shipment. Grain was hauled loose or in sacks and was shovelled or lifted manually into the car. **Loading platforms** erected adjacent to the railway facilitated the loading of grain into rail cars. The loading platform was a timbered structure with earthen ramps erected adjacent to the railway track. The top of the platform was level with the floor of a boxcar, enabling the farmer to load grain into the car directly from his wagon.

Flat warehouses erected adjacent to the railroad facilitated the storage of bulk grain at the rail site until boxcars were available. The warehouse was generally a one-story, gable-roofed, wood-frame structure with a capacity of anywhere from 1,000 to 15,000 bushels. These warehouses did not have elevating equipment; rather grain was loaded and moved in or out by hand, using shovels. At least one of these flat warehouses seems to have survived on the prairies, John Everitt determined in his study of grain elevators in Manitoba.⁶ Handling grain through loading platforms and flat warehouses was slow and labour-intensive. These facilities proved to be inefficient and inadequate in handling the increasing amounts of grain available for market.

Table 1: Licensed Warehouses in the Province of Saskatchewan, 1905-1917

Crop Year	Warehouses
1905-06	15
1906-07	10
1907-08	8
1908-09	14
1909-10	9
1910-11	5
1911-12	5
1912-13	6
1913-14	5
1914-15	5
1915-16	1
1916-17	-

Source: List of Licensed Elevators and Warehouses in the Western Grain Inspection Division, 1916-17.

(3)The First Elevators

The first vertical grain elevator on the prairies was a unique rounded silo-like 25,000-bushel capacity structure, built in 1879, by William Hespeler, at Niverville, Manitoba. In 1881, the Ogilvie Milling Company erected the first rectangular-design elevator on the prairies at Gretna, Manitoba.⁷ This rectangular design quickly became the 'standard' for elevators.

The size and design of these vertical elevators took advantage of the flowing quality of bulk, loose grain, especially when acted upon by gravity, making the handling of grain cheaper, quicker, and less labour-intensive. Joseph Dart, a Buffalo warehouseman, first introduced the mechanical principles of the elevator in the United States in 1842 and the endless cup conveyor was quickly adopted in elevators across the U.S.⁸ The U.S. system was copied when grain handling facilities began to appear at initial shipping points across the Canadian prairies.

Although the use of loading platforms and flat warehouses continued, elevators gradually began to be the preferred method of handling grain at the trackside. Much of the encouragement for the switch to elevators came from the CPR through its 'standard elevator' policy. Because the CPR lacked the capital to erect warehouses at every local shipping point, they offered certain incentives

to any individual or company who erected a 'standard elevator'. By the CPR definition, a 'standard elevator' was one with a capacity of not less than 25,000 bushels, with proper machinery for elevating and cleaning grain, and driven by a steam or gasoline engine. In return for constructing such a facility, the builder received a free site on a lease basis on the railway property and a guarantee of a 'monopoly' at that point (the Railway would not allow cars to be loaded through flat warehouses or directly from farmers' wagons).⁹

This 'standard elevator' policy meant that most pre-1930 elevators share the same basic features.

Architecture: The architecture of most elevators was a distinctive rectangular tower, usually about 3.25 metre's square and 12 to 21.3 metre's high. The most common elevator design had two sides of the elevator flush from bottom to top and the other two sides tapering near the top and capped by a gable roof to produce 'sloping shoulders' [See Appendix 1: Illustration 1]. The alternative design was the 'hipped-roof' design, in which the four exterior walls of the elevator terminated at eaves about two-thirds of the way up, at which point a hipped roof supported a square cupola [See Appendix 1: Illustration 2]. Both kinds were commonly built until the early 20th century when the 'sloping shoulder' design became dominant.¹⁰

Cribbed Construction: The walls and bins of the elevator were built with 2 x 4's or 2 x 6's stacked and nailed along their wider dimension with the ends overlapping and dovetailing together, creating a heavy, strong and relatively fire-resistant structure. The elevator was then covered in wooden siding or metal sheeting.

Elevating leg: The internal mechanism of an elevator consisted of a water-wheel-like mechanism of scoops mounted on a vertical conveyor belt. The 'elevating leg', as it was termed, transported bulk grain from the receiving pit to the top of the structure where the grain flowed via a network of ducts into specially selected storage bins.

Driveway: Attached to the elevator was a receiving shed, called a driveway, which accommodated a loaded wagon (later a grain truck) and weigh scale with the receiving pit below.

Engine Shed & Office: The engine shed accommodated the power source for the elevator, usually a gas or diesel engine. The elevator agent's office was built on top of the engine shed. The office, usually 3.6 x 6 metres, contained a desk, chairs, filing cabinets, telegraph or telephone, heater and other items needed to carry on the business. The original engine shed-office was connected to the elevator by a walkway, separated to reduce the risk of fire, but eventually the buildings were integrated as a single unit.¹¹

With the introduction of bulk grain handling, grain elevators began appearing across the prairies.¹² Elevators were built at shipping points 13 to 16 km apart to facilitate grain deliveries from farmers, as this was the distance a farmer could travel by horse and wagon and make one round trip per day.

(4) Elevator Ownership

The first elevator built in Saskatchewan was likely at Moosomin or Indian Head, both communities having elevators as early as 1884.¹³ At present it appears that the oldest remaining elevator in the province, built in 1895, is at Fleming.

Ownership of elevators in Saskatchewan can be divided into a number of phases:

- (a) 1881 - 1902 - Canadian dominance by flour milling companies, Winnipeg-based line elevator companies & other Canadian-owned companies.
- (b) 1900s to 1910s - The entrance of American-owned elevator companies, which tended to be built on new railway lines.
- (c) 1911-1914 - The development of farmer-owned elevator companies with the creation of the Saskatchewan Co-operative Elevator Company.
- (d) 1923-1926 - The Wheat Pool movement, the birth of the Saskatchewan Wheat Pool and its take-over of the Saskatchewan Co-operative Elevator Company.
- (e) Late 1920s - Mergers and consolidations of the privately-owned companies.

(a) Canadian Dominance

In the early years of grain trade development on the prairies, elevator companies tended to be small and the owners tended to be Canadian, whether headquartered in Montreal, Winnipeg, or smaller rural settlements in the West.¹⁴

Milling Companies:

Flour milling companies were among the first to take advantage of the railway incentives for elevator construction. Many of the early elevators were owned and operated by flour milling concerns such as Ogilvie Flour Mills (est. 1881), Lake of the Woods Milling Company (est. 1887), Western Canada Flour Mills (est. 1907) and Maple Leaf Mills (est. 1907).

Ogilvie had been involved in flour milling in the East since as early as 1801. In 1881, Ogilvie built its first elevator in Manitoba. In 1882, the company constructed its Winnipeg flour mill.¹⁵ Ogilvie expanded its operations through the construction of a line of elevators in districts that produced the best milling grades of grain. By 1927 Ogilvie operated 31 country elevators in Saskatchewan.¹⁶

Lake of the Woods Milling Co., established in 1887, had its head office in Montreal. In 1887-88, the company built a mill at Keewatin (in north-west Ontario) which was to be supplied by its own line of country elevators. Lake of the Woods quickly became a significant force in the prairies, with 32 elevators in Saskatchewan by 1911. Eventually, in 1954, Lake of the Woods was sold to Ogilvie.¹⁷

Ogilvie and Lake of the Woods dominated the prairie milling trade until the organisation of Maple Leaf Mills and Western Canada Flour Mills in 1907. Western Canada Flour Mills elevators were concentrated on the Canadian Northern Railway lines. By 1911 it had 51 elevators in Saskatchewan. However, in 1940 it sold its Saskatchewan elevators to Parrish & Heimbecker.¹⁸ Maple Leaf's elevators were concentrated on Canadian Pacific Railway lines, and by 1911 it had 31 elevators in Saskatchewan. In 1929, Federal purchased Maple Leaf's elevators.¹⁹

Three other significant milling companies operated on the prairies: Ellison Milling (est. 1903), Robin Hood Mills (est. 1909) and Quaker Oats (est. 1912).²⁰ All were subsidiaries of U.S.-owned corporations but did not build lines of elevators as extensive as those of the four main milling companies.

Winnipeg-based 'line elevator' companies:

The milling companies were quickly joined by a number of Winnipeg-based 'line elevator' companies organised by Winnipeg grain merchants and businessmen. 'Line elevator' companies were so-called because the company owned a 'line' of standard elevators along a single 'line' of railway. This terminology was never applied to farmer-owned, or co-operative elevators, although it was used to describe elevators owned by the major milling companies which also used 'lines' of elevators to obtain choice grain for their flour production. The success of Ogilvie and Lake of the Woods as large elevator-owning companies demonstrated to the smaller private companies the need to amalgamate into syndicates in order to survive and compete.²¹

The **Northern Elevator Company**, formed by Nicholas Bawlf in 1893, was one of the first examples of an amalgamation of smaller companies. Bawlf, a pre-eminent Winnipeg grain merchant, was a founding member of the Winnipeg Grain and Produce Exchange. The Northern Elevator Company was an amalgamation of a number of the important private elevator companies at the time and excluded only one company, which owned more than five storage structures. The Northern Elevator Co. was concentrated on CPR lines, but the company quickly developed and expanded, building on the older rail lines as well as new branch lines.²²

In 1900, when a new branch line was being built from Calgary to Edmonton, Bawlf and several associates formed a small company, which they called the **Alberta Grain Company Limited**. By 1911, the line consisted of 40 elevators. This company merged with the Alberta Pacific Elevator Company Limited in 1911 to form the **Alberta Pacific Grain Company Limited**.

After 1909, when F.H. Peavey & Company of Minneapolis bought out the Northern Elevator Co., Nicholas Bawlf and his son William formed the **N. Bawlf Grain Company**. This new company operated a line of elevators that grew to more than a hundred by 1918.²³

The **Dominion Elevator Co. Ltd.**, formed in 1897, was Manitoba's second indigenous line elevator company. Formed by the McMillan brothers with Rodmond Roblin, it was a mid-sized company: its elevators were largely concentrated in the province of Manitoba and its licensed facilities never exceeded 52 elevators.²⁴

Pioneer, N.M. Paterson and Parrish & Heimbecker:

There were several other Canadian entrepreneurs who, while not Winnipeg-based, established private elevator lines in the early years of this century. Of these, only the companies established by James Richardson, Norman M. Paterson, and William L. Parrish have survived intact to the present day.

In 1857, James Richardson and his two sons, George and Henry, established the firm of **James Richardson & Sons**, headquartered in Kingston, to pursue the business of grain trading and lake shipping. Within a few years the Richardsons were operating a small fleet of schooners on the Great Lakes between Kingston and New York. By 1882, Kingston was home to the first Richardson elevator. In 1883, a Richardson vessel carried the first shipment of prairie wheat across Lake Superior from Fort William (present-day Thunder Bay). The Richardsons began to look west to the prairies to expand their operations, and in 1890 the Richardsons built their first country elevator at Neepawa, Manitoba. The Richardson grain operations in western Canada were concentrated heavily in Saskatchewan and Alberta. Of their 26 licensed elevators in 1912, 16 were in Saskatchewan, 8 were in Alberta, and only 1 was in Manitoba.²⁵

In 1913, the Richardsons created **Pioneer Grain Company Limited** as a wholly owned subsidiary to operate the organisation's country elevators. By the end of that year, Pioneer operated 34 facilities and, by 1923, Pioneer's holdings included all the Richardson elevators.²⁶

Over the years Pioneer absorbed a number of other elevator companies. In 1913, they acquired the Alberta-based Sunny Belt Grain & Elevator Company. In 1920, they purchased the Thorson-Olsen Grain Company line of elevators. Two years later, they acquired 29 elevators from Saskatoon-based Goose Lake Grain & Lumber Company. Pioneer absorbed 8 elevators from the liquidated R.B. McClean Grain Company in 1924. In 1931, they purchased the 44-elevator line of the Saskatchewan & Western Elevator Company. Following the break-up of the Reliance Grain Co. in 1947, Pioneer acquired 23 Reliance elevators, mainly in northern Saskatchewan. In 1953, Pioneer purchased the 22-elevator line of the Independent Grain Company. A significant acquisition came in 1951 when more than 200 Western Grain Co. elevators were divided between Pioneer and Federal, with Pioneer gaining 146 Western elevators. In 1972, Pioneer acquired the elevators of the Inter-Ocean Grain Company.

A distinctive feature of Pioneer's modern elevator facilities is their orange and yellow colour scheme. This colour choice was the contribution of Mrs. Pat Cruikshank, a former architect and the wife of the company's engineer, Claude C. Cruikshank. When the new colour scheme was first tried on a single elevator in 1962, it was an immediate success and was quickly adopted throughout the line.²⁷

Norman Paterson, the son of an early Manitoba grain merchant, entered the grain business with his father in 1903. In 1908, Paterson moved to Fort William and began buying grain from Lakehead elevators and shipping it to customers in the East, thus establishing N.M. Paterson & Company, later to become **N.M. Paterson & Sons**. In 1912, Paterson constructed a small 50,000-bushel mixing house at Fort William. This was replaced with a new 100,000-bushel cleaning and drying elevator unit in 1914. That same year, Paterson became involved in country elevator operations through the purchase of the Royal Elevator Company's 14 elevators in south-central Saskatchewan. Also that year, Paterson formed the **Interior Elevator Company**, which was amalgamated with the parent company in 1920. In 1916, to round out their representation in southern Saskatchewan, the Interior Elevator Company took over the McLaughlin-Ellis line consisting of 12 elevators on the CPR east of Regina. The following year, Paterson purchased 11 Saskatchewan & Western elevators on the Assiniboia branch of the CPR. Further expansion came in 1918 with the purchase of 23 elevators from the Northern Elevator Co., 15 of these in southern Manitoba. In 1920, when the line numbered 76 elevators, Paterson discarded the Interior name and the elevator system came under the corporate aegis of its N.M. Paterson & Company parent. Paterson added 13 more elevators in 1922 with the purchase of the Young Grain Company in south-western Manitoba. By 1928 these acquisitions, along with the construction of new facilities, brought the Paterson line to 100 elevators.²⁸

In the 1870s, William Parrish and his father, Samuel Parrish, were in the grain and milling business in Uxbridge, Ontario. In 1879 William went into business on his own, operating a grist mill in Muskoka, Ontario. William headed west to the prairies in 1881, where he homesteaded in Manitoba. In 1886, following the arrival of Samuel Parrish, father and son entered the grain business together in Brandon. Also that year, William Parrish joined with William J. Lindsay to form the firm of Parrish & Lindsay. Following the dissolution of the Parrish & Lindsay partnership in 1909, William Parrish joined with Norman G. Heimbecker to form the firm of **Parrish & Heimbecker Limited**.

Initially the Parrish & Heimbecker firm operated as commission merchants (buying and selling grain on the Winnipeg Grain Exchange but not operating grain elevators). In 1918 Parrish & Heimbecker entered the field of country elevator operation with the purchase of 10 elevators from Calgary grain brokers Louis Strong and Frederick Dowler. Following the Strong & Dowler purchase, the company continued to add more elevators, bringing the Parrish & Heimbecker line up to 20 elevators by 1920.²⁹

Unlike many other private companies, Parrish & Heimbecker was not involved in the acquisitions and mergers that were so common in the 1920s and 1930s. In 1928, the company did acquire 10 elevators from the Dwyer Elevator Company Limited. Parrish & Heimbecker grew slowly but steadily, and by 1939 it had elevators at more than 50 shipping points. Its numbers increased by 28

with the acquisition of the Saskatchewan facilities of Western Canada Flour Mills Limited in 1940. In 1975, it acquired the 18-elevator line of Ellison Milling and Elevator Company. In 1972, it took over the 1,700,000 bushel Robin Hood elevator at Moose Jaw and in 1979, the 1,100,000-bushel Quaker Oats Company elevator in Saskatoon.³⁰

(b) American-Based Elevator Companies

The First American Company

In 1902, the first group of American businessmen entered the Winnipeg grain trade by forming the **Canadian Elevator Company Limited**.³¹ The group, including W.D. Douglas as president, G.F. Piper as secretary-treasurer and W.H. McWilliams as vice president and general manager, promised to quickly build some thirty elevators on Canadian Northern lines. However, at the urging of McWilliams, the company also soon built elevators on CPR lines. The Canadian Elevator Company was the largest line elevator company in Canada by 1910, continuing (at a relatively reduced scale), after a number of amalgamations, until 1959, when it was sold to the United Grain Growers.³²

The Peaveys

The American-based Peavey Company was one of the first of the Minneapolis grain merchants to venture into the Canadian grain trade. The Peavey name was well known among farmers and grain dealers throughout the American Midwest. By the beginning of the twentieth century, the Peavey empire extended to the ownership of lake shipping, rail cars, lines of country elevators in Minnesota, the Dakotas, Iowa, Nebraska and Oregon, and terminal elevators in Minneapolis, Duluth, Kansas City and Portland.³³

In the mid-1890s, the Peavey family began to look at the possibility of expansion northward into the Canadian West. Frank T. Heffelfinger, Peavey's son-in-law and junior partner, travelled to Canada to investigate. Upon his return, he recommended that Peavey delay its move into Canadian territory until Winnipeg established a futures market for grain. In 1905, once the Winnipeg futures market had opened, the Peaveys again looked north to Canada. In 1906, Peavey's sons-in-law, Frank T. Heffelfinger and Frederick B. Wells, formed the **British America Elevator Company**. They agreed to build 50 elevators along the Canadian Northern Railway and to lease the huge Canadian Northern-owned grain terminal at Port Arthur. By 1911, British America was represented at 100 shipping points, mostly in the province of Saskatchewan.³⁴

In 1908, the Peavey company and the newly established Grand Trunk Pacific Railway made a deal whereby Peavey would establish a line of elevators on Grand Trunk Pacific lines and would lease the Grand Trunk Pacific terminal elevator at Fort William. For this purpose, the **Security Elevator Company Limited** was incorporated in 1908. By 1920, Security's line had grown to 70 elevators.

The **Atlas Elevator Company Limited**, established in 1908, also had elevators located exclusively on Grand Trunk Pacific lines. In 1921, the Atlas line of 58 elevators became part of the Security Elevator Co. Ltd. At the time of their amalgamation Security and Atlas facilities were duplicated at more than a dozen competitive points.³⁶

In 1909, the Peaveys formed a third company, the **National Elevator Company**, to operate on Canadian Pacific lines. Initially National was represented on both Canadian Pacific and Canadian Northern lines, but at fewer locations than either British America or Security.³⁷

Also in 1909, the Peaveys purchased the **Northern Elevator Company** to provide additional representation on Canadian Pacific lines. As the other Peavey subsidiaries – the British America and National elevator companies – were mostly concentrated on Canadian Northern lines, the Northern Elevator Co. take-over was a good opportunity for Peavey to expand its elevator network to Canadian Pacific lines.³⁸

The two Peavey companies, Security and Northern, combined in 1929 under the Northern Elevator banner. Peavey consolidated its Canadian operations in 1940 by merging British America, Northern, National and Grand Trunk Pacific Elevator companies to form the **National Grain Company Limited** with a total of nearly 400 licensed elevators.³⁹ Finally, in 1974, National Grain Limited was purchased by Cargill.⁴⁰

The McCabes

Another firm of American origin was the McCabe Grain Company. In 1889, two brothers, W.J. and George McCabe, formed the original McCabe Brothers partnership. The McCabe brothers got their start in the grain and lumber business in North Dakota. In 1896, they moved to Duluth and by this time owned a line of country elevators and a terminal elevator. When the Great Northern Railroad line was being extended northward into Manitoba, the McCabes began to build elevators along that line. For this purpose the brothers formed the **McCabe Elevator Company**. By 1912 the company had 24 elevators.⁴¹

The McCabes wanted to extend their operations beyond the confines of the Great Northern lines. For this purpose they organised the **Victoria Elevator Company** in 1916 and the **Crescent Elevator Company** in 1922. The Crescent elevators were concentrated mostly in south-central Saskatchewan and never numbered more than 16. In 1923, with the purchase of the small C.C. Turner & Company line of elevators in Saskatchewan, the holdings of the Victoria Elevator Company grew so that by 1927, they numbered 60 elevators.⁴²

In 1924, the McCabe Brothers Company took over 6 Saskatchewan elevators from the **R.B. McLean Grain Company**. To these were added 18 more elevators in the following year. Then, in 1928, the McCabe companies were amalgamated to form **McCabe Bros. Grain Company Limited**. The combined McCabe line of elevators then totalled more than 100 facilities.⁴³

In 1940, the McCabe firm was taken public as the **McCabe Grain Company Limited**. In 1967, the McCabe shareholders accepted an offer by the United Grain Growers Limited to purchase the McCabe elevator system.⁴⁴

The Searle Family

Augustus L. Searle was one of the first American grain men to investigate the potential for elevator construction along the newly completed Canadian Northern Railway. Searle got his start as a wheat buyer in Minneapolis in the 1880s. By 1895, he was the chief executive officer of several grain companies. Searle travelled with the Peaveys when they toured the Canadian West to consider sites for elevator construction. In fact, Searle became associated with the Peaveys in several of the Canadian line-elevator companies that the firm subsequently established.⁴⁵

By 1912, Augustus Searle, along with two Peavey Company associates, had acquired stock ownership and control in the **Saskatchewan Elevator Company** and the **Peter Jansen Company**. In 1918, the name of Peter Jansen Company was formally changed to the **Liberty Grain Company** and by 1923 the company operated 33 elevators in Saskatchewan.⁴⁶

A third Searle-owned company, the **Home Grain Company**, was formed in 1914. It started with 15 elevators and by 1923 grew to 73, most of these concentrated in the province of Alberta.⁴⁷

In 1921, Augustus Searle and his only son, Stewart A. Searle, formed another new company, the **Searle Grain Company Limited**. This company was headquartered in Melfort, Saskatchewan. It began operations in the 1921-22 crop year with 25 elevators, all situated on Canadian National lines in north-eastern Saskatchewan.⁴⁸

In 1929, Augustus Searle consolidated his ownership. The four line companies in which he held a major interest were effectively brought under the corporate aegis of the **Searle Grain Company Limited**. The new company had 277 licensed elevators – 98 from the Saskatchewan Elevator Company, 86 from the Home Grain Company and the rest almost equally from the smaller Liberty and Searle Grain lines. Unlike many of the other merging groups, Searle did not go public. Rather, ownership continued to be closely held by its family shareholders.⁴⁹

Following the consolidation of its country elevator operations in 1929, the size of the Searle line increased as the result of several acquisitions. In 1930, Searle acquired the **Malden Elevator Company**, which had been established in 1917 with 13 elevators along the Soo Line of the CPR.⁵⁰ In 1938, Searle purchased the 32-elevator line of the **Standard Elevator Company**. The following year, Searle added 13 Quaker Oats Company elevators to its line. In 1948, Searle acquired 51 elevators from Reliance Grain in southern Saskatchewan, which had remained unsold after the dispersal of the Reliance line to the Pool and the UGG. Finally, in 1967, Searle amalgamated with Federal Grain.⁵¹

Other companies of American origin

In 1907, a group of Americans, including Thomas L. Beiseker, Col. Andrew D. Davidson and Louis P. Strong, formed the **Alberta Pacific Elevator Company Limited**. However, by 1912, the company was experiencing serious financial difficulties. That summer the Alberta Pacific Elevator Co. merged with Nicholas Bawlf's Alberta Grain Company to form the **Alberta Pacific Grain Company Limited**. Between 1912 and 1920, the company expanded its operations, which had previously been confined to the province of Alberta, into Saskatchewan. In 1923, Alberta Pacific was sold to a British milling company. However, by 1925, the British millers sold the company to a group of businessmen including James Stewart (president of Maple Leaf Milling and vice-president of State Grain Co.) and J.C. Gage (founder of International Elevator Co.). By adding 'The' to the name, the name of the company was changed to become **The Alberta Pacific Elevator Company Limited**. In 1966 Alberta Pacific was purchased by Federal Grain.⁵²

(c)Farmer-Owned Elevator Companies

The Beginnings of Grain Growers' Organisation

With the growth of the line elevator and milling companies, many prairie farmers became convinced that these companies were often abusing their power and that no true competition between the companies existed.⁵³ Farmers' grievances against the line elevator companies and railways included: unfair or excessive dockage, questionable weighing practices, the monopoly clause that prohibited the erection of a flat warehouse at point where a standard elevator was situated, and the annual fall railway car shortage.⁵⁴

On occasion, a group of farmers in a particular district formed their own company and erected their own elevator. However, because of the capital investment required to build, this was not too common. In many cases, the line elevator companies were able to put the farmers' elevators out of business by cutting charges at competing points. By the end of the 19th century there were only 26 farmers' elevators in Manitoba and the Territories.⁵⁵

On October 7, 1899 the federal government appointed a Royal Commission on the Shipment and Transportation of Grain. The Commission produced a report in March of the following year and the report's recommendations became the basis for the *Manitoba Grain Act* of 1900. The Act provided for the appointment of a warehouse commissioner responsible for overseeing the licensing of elevators. The Act set out procedures to be used in the weighing, cleaning and storage of grain. Under the Act, elevators were required to accept the grain of any farmer when space was available. The Act also provided for the erection of loading platforms or flat warehouses on railway property when requested by farmers. However, the bill did not strengthen existing legislation under which farmers could individually order grain cars.⁵⁶

Despite the legislation, farmers still perceived that unfair practices existed. A number of line elevator companies combined in 1901 to form an organisation called the North-West Elevator Association. Referred to by grain growers as the 'syndicate of syndicates', this organisation controlled more than two-thirds of the elevators on the prairies. Many farmers believed this 'monopoly' allowed the line elevator companies to collectively lower the price paid to the farmer for his grain.⁵⁷

The fall of 1901 saw a record-breaking harvest in the North-West Territories. Neither the railways nor the elevator companies were prepared to handle the massive amounts of grain being delivered to the trackside and car shortages quickly developed. The railways continued to give preference in the allocation of boxcars to elevator companies over farmers who wished to load their own cars over platforms or ship from flat warehouses.⁵⁸

Dissatisfaction with the line elevator companies was undoubtedly a stimulus to the effective organisation of prairie farmers.⁵⁹ In December 1901, a group of prairie grain growers met at Indian Head to form the **Territorial Grain Growers' Association (TGGA)**. A 1902 amendment to the *Manitoba Grain Act* was almost verbatim a TGGA resolution. The amendment dictated that railways supply rail cars without discrimination, on a 'first-come, first served' basis, for loading over platforms or through flat warehouses, as well as elevators.⁶⁰

A chance for the TGGA to 'flex its muscles' came in 1902. A bumper crop again resulted in car shortages. The railway continued to allocate most of the rail cars to the elevator companies, disregarding the car distribution clause. The Territorial Grain Growers launched legal action against the CPR's agent at Sinteluta, where only 7 of 67 cars had been allotted to farmers. The farmers won the case and CPR was fined 50 dollars plus court costs. Thereafter, the CPR instructed all its agents to allocate rail cars in accordance with the provisions of the *Manitoba Grain Act*. The success of the TGGA in the Sinteluta test case was followed by a period of rapid growth for the farm organisation.⁶¹

In the winter of 1904-05, the TGGA local at Sinteluta selected E.A. Partridge, a farmer from the Qu'Appelle area, and sent him to investigate the Winnipeg grain trade situation. Partridge gathered evidence of collusion among the elevator companies and exporters and fixing of grain prices.⁶² Partridge became convinced that in the grain trade there was an organised and successful effort to exploit the grain growers. He concluded that farmers needed to form a grain company of their own and market their own grain.⁶³

Upon Partridge's return, the Sinteluta association held a meeting on January 17, 1906 and decided to form a farmers' grain company. Based on co-operative principles, the new company would sell shares only to bona fide farmers, no farmer would be allowed to own more than four shares and each shareholder would have only one vote. The new company would not build or acquire elevators or buy grain on its own account, but would limit itself to handling grain in carload lots on a commission basis. Thus was born the **Grain Growers' Grain Company Limited (GGGC)**.⁶⁴

On July 20, 1906, the Grain Growers' Grain Company Limited received a charter under the *Manitoba Joint Stock Companies Act*. The company elected a provisional board of directors, made plans for a stock-selling campaign, and rented office space in Winnipeg. Despite financial limitations, the company managed to purchase a seat on the Grain Exchange, in the name of E.A. Partridge. On September 5, 1906, the Grain Growers' Grain Company opened for business.⁶⁵

In the early weeks of its operation, the fledgling company appeared to be a great success. However, the company's intention to distribute net profits to farmer shippers on a patronage basis, mentioned in a company circular, was in violation of the by-laws of the Grain Exchange.⁶⁶ On November 8, 1906, the Council of the Grain Exchange suspended the company's trading privileges. This was a serious blow to the company, but it managed to survive by making bulk sales to American and eastern milling and exporting interests, and particularly one significant sale to the Scottish Co-operative Wholesale Society.⁶⁷ In December 1906, the company abandoned the patronage dividend idea.⁶⁸ On April 15, 1907, the Company regained its trading privileges on the Exchange.⁶⁹

The Partridge Plan & Agitation for Government Owned Elevators

Many farmers called for government ownership of elevators as a cure to the perceived problems in the grain trade.⁷⁰ This scheme of government ownership of elevators as public utilities was termed the Partridge Plan, after one of its leading exponents, E.A. Partridge. Partridge advocated a farmer-owned grain trading company within a system of provincially owned country elevators and federally owned terminals and transfer elevators. The agitation for publicly owned elevators escalated in early 1908 when conventions of the Grain Growers in the three prairie provinces endorsed the Partridge Plan.⁷¹

The three prairie premiers met at conferences in May and November 1908 to consider the demands for government ownership. The premiers claimed to support the idea, however, they reasoned that it was beyond their constitutional powers and thus would require federal government action. The farmers' associations argued that the matter was indeed within the powers of the provincial governments, since they were not calling for a total government monopoly, but rather that the governments provide an alternate system of elevators. By 1909 it became obvious that an inter-provincial policy was not feasible and that each province would have to deal with the situation in its own way.⁷²

The Manitoba Experiment

On December 16, 1909, in response to increasing pressure from farmers, the Manitoba government announced its intention to establish a line of publicly owned and operated elevators. However, the legislation passed by the Manitoba government on March 15, 1910 diverged from the scheme envisioned by the Grain Growers. For example, the Grain Growers wanted the Manitoba Elevator Commission, established by the Act, to be completely independent of political influence and responsible directly to the people, removable only by a two-thirds vote of the provincial legislature. However, under the Act, the Commission members were appointed by the government, and

removable only by the Lieutenant-Governor-in-Council. This divergence between the Grain Growers' scheme and the actual legislation meant the government scheme never had the full support of the farmers.⁷³

Before the end of 1910, the Manitoba Elevator Commission had purchased 163 elevators and erected 10 new elevators throughout the province. However, the financial results of the Manitoba Elevator Commission for the 1910-11 crop year were dismal. In the first year, the Commission quickly amassed a large deficit as revenue covered only 55% of operating and fixed charges. There were fluctuations over the years, with some seasons showing a surplus, but the Commission was never profitable.⁷⁴ As one historian of the Grain Growers' movement has stated: "From start to finish the government's scheme was a tragic muddle."⁷⁵

The failure of the Manitoba Elevator Commission can be attributed to a combination of business ineptitude and a lack of producer support. The Manitoba government sought to cover costs solely through storage and handling revenues instead of using the elevator system for the more profitable activity of buying and selling grain. The practice of special binning, as opposed to graded storage, did not make the most efficient use of elevator space. (Special binning was a method of storing grain whereby the identity of a farmer's grain was protected in a special bin until an official grade was received.⁷⁶) The Commission was also criticised for its elevator acquisitions because of high purchase prices, poor condition of some elevators and needless duplication of elevators at certain points (i.e. 174 elevators at only 100 shipping points).⁷⁷

Mounting losses prompted the government to abandon the elevator project. On September 1, 1912, the government and the Grain Growers' Grain Company reached an agreement whereby the Company would lease the bulk of the elevators in the government system. As the Company was not in a position to buy the elevators, this agreement meant that the Company could expand its activities into the elevator field without any capital investment.⁷⁸

The Grain Growers' Grain Company operated only 135 of the 174 elevators leased from the Manitoba government. The government gradually sold off its elevators until 1927 when the last of the Commission's elevators was privatised, almost 100 having been purchased by the GGGC (by then the UGG) and approximately 25 purchased by J.M. Wiley & Company.⁷⁹ The failure of the Manitoba experiment thrust the Grain Growers' Grain Company into the elevator business. In 1911, the GGGC had no elevators, but by 1916 it was the fourth largest elevator-operating company on the prairies; its 60 elevators were almost equally divided between Manitoba and Saskatchewan.⁸⁰

While the Manitoba government tested the theory of government ownership of elevators, both the Saskatchewan and Alberta governments chose a different route. They provided financial assistance for the establishment of co-operative elevator companies.

The Saskatchewan Co-operative Elevator Company

On December 14, 1909, in response to farmers' demands, the Saskatchewan government appointed a Commission to study the feasibility of government ownership of elevators. In November 1910, the Commission submitted its report, rejecting public ownership and recommending instead a system of co-operative elevators owned and operated by farmers, and assisted by generous loans from the government. On March 14, 1911, the Commission's recommendations, with a few minor changes, became law with the passage of the Saskatchewan Co-operative Elevator Company Act.⁸¹

The legislation provided for the establishment of a 'local' of the Saskatchewan Co-operative Elevator Company upon application from a sufficient number of farmers in a particular district (a sufficient number defined as farmers representing a proportion of at least 2,000 acres for each 10,000 bushels of elevator capacity or 6,000 acres for a standard elevator).⁸² Farmers purchased shares at a cost of \$50, with ownership limited to 10 shares each. Once a local had subscribed 15% of the necessary capital stock, the government would loan the company the remaining 85% for the purpose of constructing, acquiring or remodelling an elevator.⁸³

The company adopted a policy, in most cases, of building new elevators rather than acquiring existing ones. This was done for two reasons: the rapid expansion of grain production in the province called for additional elevator construction and many grain growers desired elevators with special binning facilities. The company engaged its own engineer who created a plan for standard 30,000 and 40,000-bushel elevators, with liberal provision for special binning and equipped with standard cleaners and hopper scales. In the first year, the company entrusted its elevator program to five firms specialising in elevator construction. However, because of various complications, only 17 of 40 elevators were in operation by December 1911. Thereafter, the company established its own construction department to undertake the erection and maintenance of all its elevators. This decision facilitated the large-scale purchase of elevator building supplies and resulted in the rapid and uniform construction of standard facilities.⁸⁴ By 1925, the Saskatchewan Co-op operated 450 elevator facilities across the province.

Table 2: Saskatchewan Co-operative Elevator Company Elevators

Year	Elevators Built	Year	Elevators Built
1911	46	1918	13
1912	93	1919	1
1913	53	1920	9
1914	24	1921	15
1915	14	1922	15
1916	30	1923	32
1917	41	1924	54

Source: A Brief Record of the History and Development of the Saskatchewan Co-operative Elevator Company, Ltd.

The Creation of the United Grain Growers

By 1913 there were three co-operative grain companies in operation in the prairie provinces: the Grain Growers' Grain Company, the Saskatchewan Co-operative Elevator Company and the Alberta Farmers' Co-operative Elevator Company.

The Alberta Farmers' Co-operative Elevator Company had been formed in 1913 following the Saskatchewan precedent. The Alberta company developed a close relationship with the Grain Growers' Grain Company. In addition to loaning it capital and credit, the GGGC sold the Alberta company's grain on the Winnipeg Exchange.⁸⁵

By 1915, company officials and farm leaders began discussing the possibility of a federation of the three companies. The Saskatchewan and Alberta companies had not been organised as competitors of the Grain Growers' Grain Company, but there was the possibility of some overlapping and rivalry. Although the GGGC sold the Alberta company's grain, their selling organisation was in virtual competition with that of the Saskatchewan company on the central market. Therefore, grain growers began to recognise the desirability of a central farmers' business organisation as a means of eliminating friction among the three companies. They began to recognise the potential advantages of co-ordination and consolidation, not least of all the possibility of combining the substantial selling and buying power of western farmers.⁸⁶

Both the Grain Growers' Grain Company and the Alberta Farmers' Co-operative Elevator Company adopted resolutions in favour of the principle of federating the three farmers' business organisations.⁸⁷ In Saskatchewan, however, sentiment in favour of federation was less pronounced. As one historian of the farm movement stated: "The Saskatchewan Company, with its advantageous territory, its assured patronage and its strong financial position, had less to gain from federation than the other companies concerned."⁸⁸ Federation did not offer any special inducement to the Saskatchewan Company in respect of its country elevator business. The Saskatchewan representatives did, however, approve of the general principle of federation in the interests of solidarity and of centralised marketing and purchasing, provided that their company's autonomy, policy, and prospective earning power was not compromised.⁸⁹

At a 1916 meeting attended by representatives of the three farmers' companies and the three provincial associations there was agreement on the general principle of federation. However, there was a divergence of opinion over the organisational details of the federation, particularly the selling of grain. The Saskatchewan representatives believed that each provincial company should retain the right to operate its own selling agency on the Winnipeg Grain Exchange. The Saskatchewan Co-operative Elevator Company was no doubt reluctant to relinquish its profitable and well-established commission and sales business to participate in a central company, in which it would have only a partial voice in determining policy and methods. The other representatives felt that only through a common sales agency could selling competition be eliminated. Over subsequent meetings, it became increasingly obvious that this divergence of views was irreconcilable.

Despite the unwillingness of Saskatchewan to join in the federation, negotiations for a union between the GGGC and the Alberta company continued.⁹⁰ Finally, after various negotiations and agreements the new company, an amalgamation of the Grain Growers' Grain Company and the Alberta Farmers' Co-operative Elevator Company, was born. On September 1, 1917, the new company, to be known as the **United Grain Growers Limited (UGG)**, officially began its commercial career. At the end of its first year of business the United Grain Growers owned or controlled 343 country elevators: 146 in Alberta, 40 in Saskatchewan and 20 in Manitoba, and 137 elevators leased from the Manitoba government.⁹¹

(d)The Wheat Pool Movement

The Canadian Wheat Board

Instability and the suspension of futures trading on the Winnipeg Grain Exchange during World War I prompted the federal government to establish a Board of Grain Supervisors in June 1917. As an agency of the federal government, the Board had monopoly control over Canadian wheat and was authorised to set a government guaranteed price at which grain should be sold. The Board controlled both the 1917 and 1918 crops.⁹²

At the end of the war, disruptions in the world wheat trade continued. When the Winnipeg Grain Exchange resumed business on July 22, 1919, wheat opened at just under \$2.25 per bushel. Six days later the price for wheat was nearly \$2.46 per bushel. Ottawa, fearing out-of-control prices, acted quickly. On July 31, 1919, by an order-in-council under the authority of the War Measures Act, the government created the Canadian Wheat Board (CWB). The Board was to act as the sole selling agency for the 1919 crop, with no open trading taking place on the Winnipeg Grain Exchange. The existing grain-handling agencies were to merely receive and forward wheat at fixed margins to the Board's account.

The Board made an initial payment (for the top grade of wheat) of \$2.15 per bushel, an interim payment of 30 cents, and a final payment of 18 cents for a price of \$2.63. Some farmers had complained about the government's swift action to put a ceiling on rising grain prices. However, farmers soon realised that under the Wheat Board all producers received the same price for their grain without worrying about rushing to market before the volume of deliveries would depress prices. At the end of the crop year, most farmers were convinced that the Wheat Board had been a good thing for the growers and were in favour of continuing its operation.⁹³

On July 16, 1920, the government announced the discontinuation of the Canadian Wheat Board. Ottawa argued that the wartime disruptions, which had necessitated the creation of the CWB, no longer existed and it could no longer continue to use the power of the War Measures Act to compel farmers to deliver to the Wheat Board. At the close of the crop year, control of the CWB was terminated and the marketing of the 1920 crop reverted to the normal methods of pre-war times.⁹⁴

This experience in collective marketing convinced a number of farmers of the merits of the pooling of wheat. On August 18, 1920 futures trading resumed on the Winnipeg Grain Exchange. Initially, things looked positive as wheat prices peaked at \$2.85. However, by November, when harvested grain flooded the market, prices began to drop drastically. "The post-war depression had set in. Grain prices fell sooner and faster than the price of any other commodity. The demand for the restoration of the Wheat Board became a roar."⁹⁵

As prices continued to decline in the following months, western grain growers began to agitate for a revival of the Wheat Board. Between 1921 and 1923, there was an attempt at setting up a 1919-style compulsory wheat board. Ultimately, this attempt failed because of trouble finding capable, experienced leaders for the proposed board.⁹⁶

The Saskatchewan Wheat Pool

When it became obvious that the campaign for reestablishment of a government monopoly in the form of the CWB was futile, western farmers began to consider a voluntary and co-operative pooling system instead.⁹⁷

In Saskatchewan there were two rival farmers' associations working towards the organisation of a wheat pool. In July 1922 the Farmers' Union of Canada resolved to work towards the creation of a wheat pool based on five-year contracts.⁹⁸ In addition, the Farmers' Union invited Aaron Sapiro, a co-operative marketing expert from California, to visit Saskatchewan in the summer of 1923 to promote the idea.⁹⁹

The other group advocating the organisation of a wheat pool was the Saskatchewan Grain Growers' Association (SGGA). Within the SGGA, however, there was division. Some members were strongly in favour of the pool idea while other members were less than supportive.¹⁰⁰ In July 1923 the SGGA, in conjunction with the United Farmers of Alberta and United Farmers of Manitoba, resolved to proceed with the organisation of provincial wheat pools with a common central sales agency to handle the marketing of that year's crop.¹⁰¹

Aaron Sapiro's visit to Saskatchewan in early August 1923 proved to be a unifying influence. Sapiro stressed the importance of organising for a single contract pool for the province. Following his visit the two rival groups, the SGGA and the Farmers' Union, came together.¹⁰² They agreed to form a provincial committee to set up a pool that would be neither a Grain Growers' Association nor a Farmers' Union pool, but simply a Saskatchewan farmers' pool.¹⁰³

On August 25, 1923, the Saskatchewan Co-operative Wheat Producers Ltd. was incorporated under the province's Companies Act. A provisional board of directors was formed. The Pool commenced a sign-up campaign with the objective of securing growers' contracts covering at least 50% of the wheat crop acreage in the province. The contracts stipulated that, unless the desired quota was obtained by September 12, the contract would be invalid. Despite an enthusiastic campaign, by

September 12-13 organisers had collected contracts covering 3.5 million acres, only 29% of the province's total wheat acreage.¹⁰⁴

Despite this setback, Pool directors continued the struggle. Organisers asked farmers to sign a waiver removing the deadline condition so that the Pool could commence, regardless of date, when it reached the 50% acreage total. Aaron Sapiro returned to Saskatchewan in the winter of 1924 and spoke across the province. However, by March 15, 1924 the provisional pool had only 3,094,006 acres of wheat under contract, barely a quarter of the provincial total. Organisers persevered and during the late winter and early spring, the Pool's acreage totals rose steadily. Finally in June 1924 the Pool reached its 50% target with 45,735 contract signers representing 6,433,779 acres of wheat. On June 26, 1924 the provisional directors met to declare the Pool operational.¹⁰⁵

As the new company possessed no elevator facilities, the Pool needed to make arrangements with the existing elevator companies for handling wheat. On August 24, 1924 the UGG signed an agreement to handle Pool wheat. By September 4, 1924 the Pool had an agreement covering the line elevator companies. And despite some problems in securing a formal contract, the Saskatchewan Co-operative Elevator Company agreed to handle Pool wheat for the 1924-25 crop year.¹⁰⁶

In September 1924, the Pool acquired its very first grain-handling facility – an old warehouse at Scobey, Montana, purchased for \$2,280, which served as a temporary delivery point for Pool members near the border who had no nearby Canadian elevators.¹⁰⁷ By November 1924, the Pool had approved the policy of acquiring its own elevator facilities. However, the Pool executive was reluctant to begin full-scale construction, thus duplicating the Co-op's extensive elevator network. It was also hesitant to take on the heavy financial burden of buying the Co-op's existing elevator network.

To finance this policy of elevator construction, the Pool used the clause in members' contracts which authorised the Pool to retain up to two cents of the price obtained for every bushel of wheat sold and to use those funds for building or buying grain handling facilities. Saskatchewan Pool Elevators Ltd. was incorporated as a subsidiary of the Pool on February 24, 1925. The issue of whether to build at the heaviest contract shipping points – thereby competing with the existing farmer-owned companies – remained.¹⁰⁸ In the summer of 1925 the Pool adopted a policy that no Pool elevator would be acquired at a point already served by a Co-op elevator unless there were more than 30,000 acres of wheat under contract to the Pool at that point.¹⁰⁹ On July 1, 1925, the Pool's first elevator, -- (Saskatchewan Pool Elevator No. 1) -- opened at Bulyea, Saskatchewan. By October 1925, according to the Pool's first annual report, there were 86 elevators in the Pool system.¹¹⁰

In February 1926, Pool delegates voted 98 to 46 (just one vote above the two-thirds margin needed for approval) to authorise the board to buy the Co-op system at an arbitrated price. In April 1926, the Co-ops voted 366 to 77 to accept the Pool's offer. On July 26, 1926, the arbitrator's report set the value of the Co-op's properties at \$11.06 million. On August 2, 1926, the Pool's elevator subsidiary grew suddenly by 451 country elevators, 2 Lakehead terminals and a transfer terminal in Buffalo.¹¹¹

Table 3: Saskatchewan Wheat Pool Elevators

Year	# of Operating Elevators
1924-25	-
1925-26	86
1926-27	587
1927-28	728
1928-29	971
1929-30	1048
1930-31	1066

Source: Garry Fairbairn. From Prairie Roots: The Remarkable Story of Saskatchewan Wheat Pool, p.67; Saskatchewan Wheat Pool Corporate Library, "Saskatchewan Wheat Pool (Number of Operating Elevators)" n.d.

(e)Mergers & Consolidations Since the Late 1920s

The rise of the Wheat Pools had an enormous effect on the private elevator companies. By the end of the 1920s, the Pools, together with the UGG, controlled approximately 38% of the country elevator facilities on the prairies. The success of these farmer-owned companies brought a new competitive factor into the elevator business. Increasingly, the private elevator companies realised the need to join together in order to compete with the co-operatives. Private companies began to amalgamate for greater administrative efficiency and improved competitive positions and, as a result, the late 1920s were marked by extensive take-overs and consolidations in the grain industry.¹¹²

In 1928, six companies merged to form the **Western Grain Company**: Western Elevator Company, Western Terminal Elevator Company, Beaver Elevator Company, Central Grain Company, Spencer Grain Company and State Grain Company. By 1929 Western was the fourth largest of the non-farmer companies with 223 licensed elevators. In 1951 the Western line was sold, divided between Pioneer (140 elevators) and Federal (60 elevators).¹¹³

Also in 1928, the Canadian Elevator Company joined with the Dominion Elevator Company to form the **Canadian Consolidated Grain Company Limited** with a combined total of nearly 150 elevators and 2 terminals. In 1958, UGG took over the 130 elevators and 2 Lakehead terminals of Canadian Consolidated Grain.¹¹⁴

In 1929, nine companies merged to form **Federal Grain**: Federal Grain Company, International Elevator Company, McLaughlin Elevator Company, Brooks Elevator Company, Consolidated Elevator Company, Northwestern Elevator Company, Stewart Terminal Limited, Union Grain Company Limited and Topper Grain Company Limited. Federal also acquired at the same time, 54 elevators from Maple Leaf Milling Company and 14 elevators from the Gold Grain Company. Following the merger and acquisitions, Federal owned 355 licensed elevators. In 1940, Federal further expanded its holdings through the purchase of 72 elevators from the Bawlf Grain Company. In 1943, the Alberta Pacific Grain Company became a wholly owned subsidiary of Federal. Following this acquisition, Alberta Pacific-Federal was the largest of the non-farmer-owned companies with nearly 800 country elevators. The threat of rail line abandonment and the reduction of country elevator numbers in the mid 1960s, led to the amalgamation of Federal and the Searle

Grain Company in 1967. Finally in 1972 the Federal Grain 'Colossus' was sold to the three provincial Wheat Pools, with each of the pools acquiring the Federal elevators within their province.¹¹⁵

The Peavey interests, which had come together as National Grain, were sold in 1974 to Cargill Grain Co. Ltd.

This pattern of consolidations and mergers of elevator companies, which began in the 1920s, continued to characterise the industry throughout the century.¹¹⁶ Today there are six main elevator companies operating in Saskatchewan: Saskatchewan Wheat Pool, United Grain Growers, Pioneer, Cargill, N.M. Paterson & Sons and Parrish & Heimbecker.

(5) Changes in Elevator Construction & Design

Along with the changes in elevator ownership over the years, there have been some changes in elevator design and construction.¹¹⁷

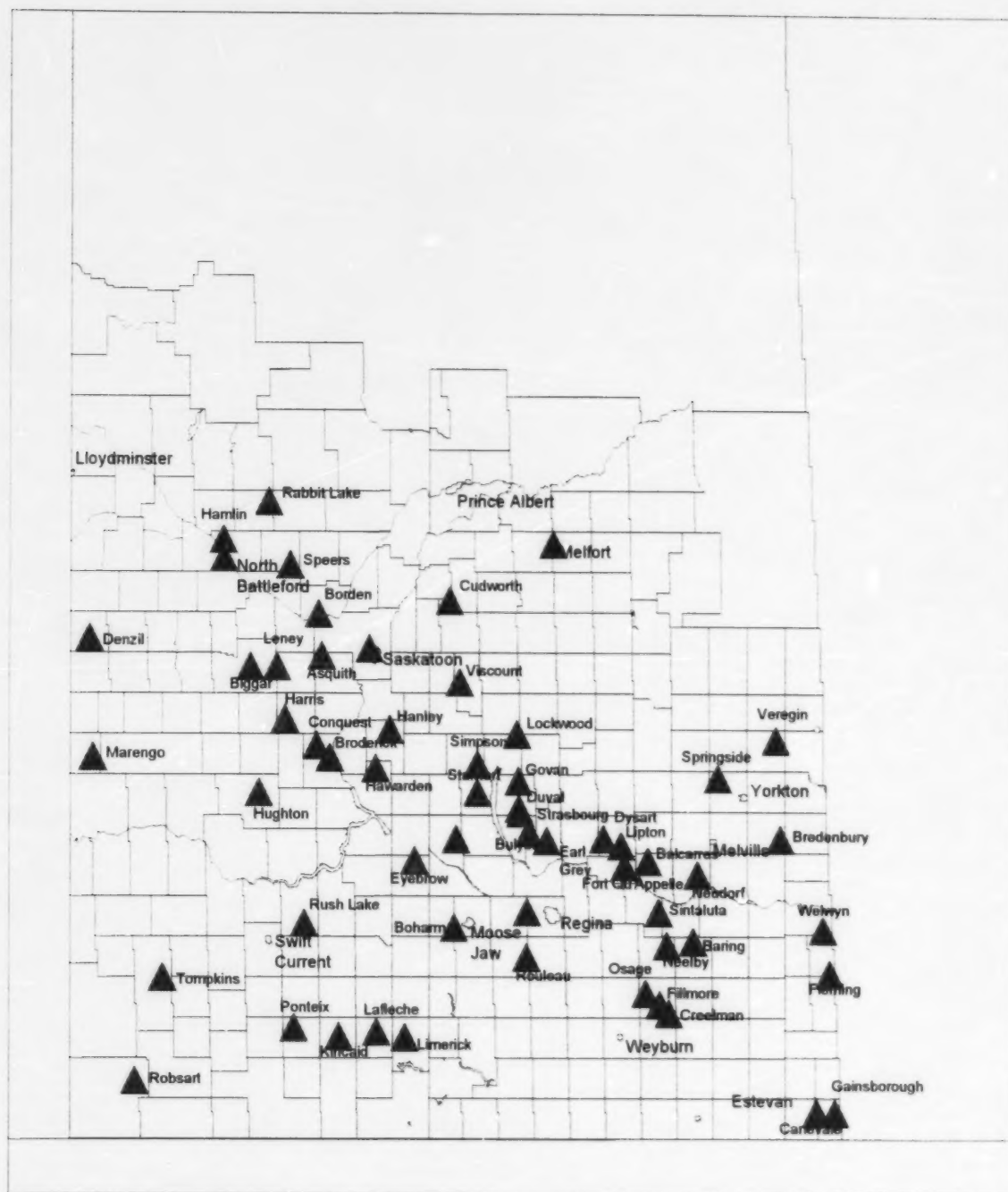
- Annexes to the elevator were added as additional capacity was needed. The annex was an additional granary attached to the main elevator and was usually one of three types: a crib annex (cribbed construction) or a frame annex (studded construction) or a steel bin annex (cylindrical steel grain bin).¹¹⁸ [See Appendix 1: Illustrations 3, 4 & 5]
- Elevators have increased in size and capacity. Whereas at one time elevator capacities were generally between 25,000 and 45,000 bushels, wood crib elevators built in the 1970s and 1980s had a capacity of 75,000 to 100,000 bushels.
- Traditional wood crib elevators are being replaced with large concrete structures.¹¹⁹
- An exposed grain-machinery network on the head of the elevator often replaces the closed-in cupola, thereby reducing fire danger and other problems.¹²⁰ [See Appendix 1: Illustration 6]
- Elevators are now usually built outside the town or village limits in order to accommodate more rail cars.¹²¹
- Computerisation has undoubtedly affected the internal workings of grain elevators.¹²²
- In 1961, the Saskatchewan Wheat Pool constructed the first all-steel elevator at Kenaston. However this type of construction did not become common as the cost proved to be substantially higher than that of the conventional wooden elevator.¹²³
- In the late 1960s, the Alberta Wheat Pool experimented with a design consisting of pre-cast concrete slabs, termed the Buffalo Sloping Bin.¹²⁴

(6) Alternative Uses of Elevators

In addition to their traditional use for grain storage by elevator companies, some grain elevators have been adapted for alternative uses:

- Some grain elevators, while still owned by a grain company, have been converted for use as a seed cleaning plant or as a fertiliser storage facility.

- In many cases, grain elevators previously owned by an elevator company have been sold to farmers who have purchased the elevator to use for storage, either on its original site or moved onto a farm site. (There are also some examples of custom-built elevators built by farmers for their own personal use on their farms.)
- The elevator from the village of Keatley, Saskatchewan was moved to become part of the display on the grounds of the Western Development Museum in North Battleford.
- The village of Hepburn, Saskatchewan purchased the former Saskatchewan Wheat Pool Elevator, restored it and operates it as a local "Museum of Wheat".
- At Indian Head, Saskatchewan, a three-storey grain elevator, built in 1918 at the Indian Head Experimental Farm, was relocated and converted into a gift shop and tea room.



D. Elevators – Alphabetical Listing

<u>File Name</u>	<u>Elevator</u>
Asquith	SWP A (Asquith)
Aylesbury	Parrish & Heimbecker (Aylesbury)
Balcarres	SWP B (Balcarres)
Baring	Baring Elevator (Ex-SWP/Maple Leaf Milling)
Biggar	SWP A (Biggar)
Borden	UGG 3 (Borden)
Bredenbury	SWP B (Bredenbury)
Broderick	SWP A (Broderick)
Bulyea	SWP (Bulyea)
Carievale	SWP (Carievale)
Conquest	SWP B (Conquest)
Creelman	SWP B (Creelman)
Cudworth	Cargill (Cudworth)
Denzil	SWP A (Denzil)
Duval	SWP A (Duvall)
Dysart	SWP C (Dysart)
Earl Grey	Pioneer 1 (Earl Grey)
Edenwold	SWP B (Edenwold)
Eye brow	SWP A (Eyebrow)
Fillmore	SWP C (Fillmore)
Fleming	UGG Storage (Fleming)
Fort Qu'Appelle	Cargill A (Fort Qu'Appelle)
Gainsborough	N.M. Paterson & Sons 2 (Gainsborough)
Govan	SWP C (Govan)
Grand Coulee	Pioneer (Grand Coulee)
Hamlin	SWP A (Hamlin)
Hanley	SWP (Hanley)
Hawarden	SWP (Hawarden)

Hill Farm (Boharm)	Hill Farm Elevator (Ex-SWP Boharm)
Hughton	Pioneer 1 (Hughton)
Lafleche	Pioneer 1 (Lafleche)
Lafleche	SWP A (Lafleche)
Leney	SWP A (Leney)
Leonard Farm (Harris)	Leonard Farm Elevator (Ex-SWP Kinhop)
Limerick	SWP B (Limerick)
Lipton	UGG (Lipton)
Lockwood	SWP (Lockwood)
Marengo	UGG 1 (Marengo)
Melfort	SWP A (Melfort)
Neelby	Neelby "A" Elevator (Ex-SWP)
Neelby	Neelby "B" Elevator (Ex-SWP)
Neudorf	Pioneer 1 (Neudorf)
North Battleford	SWP B (North Battleford)
Osage	SWP B (Osage)
Ponteix	SWP (Ponteix) ex-Pioneer
Rabbit Lake	SWP A (Rabbit Lake)
Robsart	SWP (Robsart)
Rouleau	SWP A (Rouleau)
Rush Lake	SWP (Rush Lake)
Saskatoon	Parrish & Heimbecker Primary (Saskatoon)
Simpson	SWP (Simpson)
Sintaluta	Blenken Bros. Seed Cleaning Plant (Sintaluta)
Speers	SWP A (Speers)
Springside	Pioneer (Springside)
Stalwart	SWP B (Stalwart)_
Strasbourg	Pioneer (Strasbourg)
Tompkins	Pioneer 3 (Tompkins)
Veregin	SWP B (Veregin)
Viscount	Pioneer 1 (Viscount)
Welwyn	SWP B (Welwyn)

E. Elevators sorted by Historical Criteria 1

File Name	Elevator Name	Historical Criteria
Fleming	UGG Storage (Fleming)	1895 Elevator
Welwyn	SWP B (Welwyn)	1903 Crib Annexes (converted elevators)
Grand Coulee	Pioneer (Grand Coulee)	1903 Elevator
Neudorf	Pioneer 1 (Neudorf)	1905 Elevator
Gainsborough	N.M. Paterson & Sons 2 (Gainsborough)	1905 Elevator?
Lipton	UGG (Lipton)	1906 Crib Annex (converted elevator)
Osage	SWP B (Osage)	1906 Crib Annex (converted elevator)
Creelman	SWP B (Creelman)	1906 Crib Annex (converted elevator)
North Battleford	SWP B (North Battleford)	1906 Elevator
Aylesbury	Parrish & Heimbecker (Aylesbury)	1906 Elevator
Dysart	SWP C (Dysart)	1906 Elevator
Strasbourg	Pioneer (Strasbourg)	1907 Crib Annex (converted elevator); 1920 Elevator
Neelby	Neelby "A" Elevator (Ex-SWP)	1908 Elevator
Veregin	SWP B (Veregin)	1908 Elevator
Earl Grey	Pioneer 1 (Earl Gray)	1909 Elevator
Springside	Pioneer (Springside)	1909 Elevator

File Name	Elevator Name	Historical Criteria
Baring	Baring Elevator (Ex-SWP/Maple Leaf	1909 Elevator
Viscount	Pioneer 1 (Viscount)	1909 Elevator
Rouleau	SWP A (Rouleau)	1909 Elevator
Saskatoon	Parrish & Heimbecker Primary (Saskatoon)	1909 Elevator
Conquest	SWP B (Conquest)	1910 Crib Annex
Borden	UGG 3 (Borden)	1910 Elevator
Balcarres	SWP B (Balcarres)	1910 Elevator
Fillmore	SWP C (Fillmore)	1910 Elevator
Hanley	SWP (Hanley)	1911 Crib Annex (converted elevator); 1925 Crib Annex
Bredenbury	SWP B (Bredenbury)	1911 Elevator
Govan	SWP C (Govan)	1911 Elevator
Edenwold	SWP B (Edenwold)	1911-12 Crib Annex (converted elevator)
Stalwart	SWP B (Stalwart)	1912 Crib Annex
Cudworth	Cargill (Cudworth)	1912 Crib Annex (converted elevator)
Marengo	UGG 1 (Marengo)	1912 Crib Annex (converted elevator)
Hughton	Pioneer 1 (Hughton)	1912 Elevator

File Name	Elevator Name	Historical Criteria
Tompkins	Pioneer 3 (Tompkins)	1912 Elevator
Fort Qu'Appelle	Cargill A (Fort Qu'Appelle)	1912 Elevator (remodelled 1974)
Lockwood	SWP (Lockwood)	1913 Crib Annex (converted elevator)
Hill Farm (Boharm)	Hill Farm Elevator (Ex-SWP Boharm)	1913 Elevator
Limerick	SWP B (Limerick)	1914 Crib Annex (converted elevator)
Neelby	Neelby "B" Elevator (Ex-SWP)	1914 Elevator
Lafleche	Pioneer 1 (Lafleche)	1914 Elevator
Ponteix	SWP (Ponteix) ex-Pioneer	1914 Elevator
Rush Lake	SWP (Rush Lake)	1916 Crib Annex (converted elevator)
Leney	SWP A (Leney)	1917 Crib Annex (converted elevator)
Hawarden	SWP (Hawarden)	1917 Crib Annex (converted elevator); 1929 Elevator
Speers	SWP A (Speers)	1917 Crib Annex (converted elevator); 1934 Elevator
Melfort	SWP A (Melfort)	1918 Crib Annex (converted elevator)
Eyebrow	SWP A (Eyebrow)	1918 Crib Annex (converted elevator)
Leonard Farm (Harris)	Leonard Farm Elevator (Ex-SWP Kinhop)	1918 Elevator?
Biggar	SWP A (Biggar)	1921 Crib Annex (converted elevator)

File Name	Elevator Name	Historical Criteria
Broderick	SWP A (Broderick)	1925 Crib Annex (converted elevator)
Lafleche	SWP A (Lafleche)	1925 Crib Annex (converted elevator)
Simpson	SWP (Simpson)	1925 Crib Annex (converted elevator)
Bulyea	SWP (Bulyea)	1925 Crib Annex (converted elevator)
Hamlin	SWP A (Hamlin)	1925 Elevator
Robsart	SWP (Robsart)	1925 Elevator
Duval	SWP A (Duval)	1926 Crib Annex (converted elevator)
Asquith	SWP A (Asquith)	1926 Crib Annex (converted elevator)
Carievale	SWP (Carievale)	1926 Crib Annex (converted elevator)
Denzil	SWP A (Denzil)	1926 Crib Annex (converted elevator); 1928 Crib Annex
Rabbit Lake	SWP A (Rabbit Lake)	1926 Elevator
Sintaluta	Blenken Bros. Seed Cleaning Plant	Possibly an 1899 Elevator?

F. Criteria for Evaluating Existing Grain Elevators¹²⁵

With the above report in mind, following are proposed criteria for evaluating the heritage significance of existing grain elevators within the province of Saskatchewan.

Historical Criterion 1:

- Illustrates an important phase or period in the development of the grain handling industry

The development of the grain trade reached a turning point around 1930, when the economic downturn, the beginning of the rationalisation of the grain trade, and the amalgamation of elevator companies began to change the historical character of the industry. Therefore, the pre-1930 phases of development will be considered of greatest historical interest.

- Any elevator built prior to 1930 is of historical interest.

Historical Criterion 2:

- Directly associated with an important owner or owners or sequence of owners, or with an important person or event in the grain industry

Ownership of elevators generally falls into one or more of five types, and many country elevators have gone through a sequence of owners:

- private company
- line elevator company or flour-milling company
- farmer-owned company
- individual farmer

- Any elevator owned by a line elevator company, a flour-milling company, a farmer-owned company, or a provincial pool is of historical interest.
- Any elevator that has been owned by 2 or more types of elevator companies is of historical interest.
- Any elevator which is directly associated with a person or event of importance in the grain industry is of historical interest.

Architectural Criterion 1:

- High architectural quality within the context of the building type

Elevators were not initially built as architectural monuments. Nevertheless, their stark, angular, utilitarian aesthetic came to symbolise the prairies, as has no other building type.

The standard prairie grain elevator was generally a structure:

- about 9-11 metres square, 21 to 25 metres high
- with exterior walls of cribbed 2x6 construction, interior bins of cribbed 2 x 4s
- with a virtually featureless exterior clad in lumber or galvanised metal sheets
- with a shed-roofed driveway enclosing the weigh scales
- with a "sloped-shoulder" gable roof above the bins
- with a gable-roofed cupola at the summit

An older style of elevator, which can still be found on the prairies, had a hipped roof above the bins and a hipped or gable roof on the cupola. These hipped-roof elevators were much shorter than the later "sloped shoulder" standard version.

Annexes, which were frequently added to country elevators, may complement or reinforce the elevator aesthetic, provided they do not overwhelm or dominate the elevator proper.

In many cases, when a newer elevator was built the older elevator was converted to an annex.

- Any typical, standard, 'sloped-shoulder' elevator is of architectural interest.
- Any unique, non-typical elevator, such as the hipped-roof design, is of architectural interest.
- An older elevator which has been converted to an annex to a new elevator remains of architectural interest.

Architectural Criterion 2:

- Exhibits a high degree of architectural & mechanical integrity & authenticity

Elevators with architectural and mechanical integrity should have their essential layout, materials, and machinery intact, including an operational elevating system and power train. They should be "authentic"; that is, their original or evolved form, material and function should have survived.

- Any elevator which has not been unduly compromised by architectural or mechanical additions, deletions or alterations is of architectural interest

Context Criterion 1:

- Exists in an environment which has a high degree of historic integrity

The typical image of the country elevator includes the context of adjacent elevators, associated buildings, and a rail line, all located in a rural community within a grain-growing district.

- Any elevator that exists within the context of adjacent elevators, associated outbuildings, and a rail line in a rural community within a grain-growing district is of contextual interest.

Context Criterion 2:

- Is an important symbol of the community or region as a whole

Country elevators are very frequently located in small, rural communities, and because of their size are the most prominent structures in the area. They may also represent the major – or sole – economic generator in the community. This criterion addresses those elevators which represent more than a very large building in a small, economically-dependent community; that is, it addresses country elevators, which have become important symbols for reasons beyond size and economic exclusivity.

- Any elevator that is an important symbol to the community or region as a whole is of contextual interest.

G. Table: Licensed Elevators in the Province of Saskatchewan

SOURCE: Canadian Grain Commission. Grain Elevators in Canada. Various Years, 1916 to 1998.

Crop Year	Licensed Elevators	Storage Capacity
1905-06	307	
1906-07	452	
1907-08	508	
1908-09	615	
1909-10	835	
1910-11	904	
1911-12	1,007	
1912-13	1,246	
1913-14	1,465	
1914-15	1,619	
1915-16	1,782	
1916-17	1,945	58,625,000 bushels
1917-18	2,117	64,394,200 bushels
1918-19	2,160	67,331,664 bushels
1919-20	2,165	68,058,470 bushels
1920-21	2,184	68,867,020 bushels
1921-22	2,223	70,161,320 bushels
1922-23	2,304	72,542,320 bushels
1923-24	2,433	76,199,020 bushels
1924-25	2,547	81,022,020 bushels
1925-26	2,616	82,896,760 bushels
1926-27	2,688	84,997,400 bushels
1927-28	2,786	87,806,900 bushels
1928-29	3,036	96,185,030 bushels
1929-30	3,198	104,006,050 bushels
1930-31	3,237	103,855,400 bushels
1931-32	3,239	103,162,850 bushels
1932-33	3,240	103,327,050 bushels
1933-34	3,237	102,529,850 bushels
1934-35	3,231	102,136,700 bushels
1935-36	3,234	101,271,150 bushels
1936-37	3,225	100,940,850 bushels
1937-38	3,221	100,873,850 bushels
1938-39	3,199	100,495,450 bushels
1939-40	3,193	100,478,300 bushels
1940-41	3,192	102,254,000 bushels
1941-42	3,189	103,183,200 bushels
1942-43	3,182	103,010,700 bushels
1943-44	3,180	103,006,200 bushels
1944-45	3,172	102,711,200 bushels
1945-46	3,167	102,800,200 bushels
1946-47	3,147	102,679,900 bushels
1947-48	3,119	103,010,900 bushels
1948-49	3,085	103,781,400 bushels
1949-50	3,062	107,071,400 bushels
1950-51	3,035	146,000,400 bushels
1951-52	3,026	151,503,400 bushels

1952-53	2,997	158,329,500 bushels
1953-54	2,974	166,085,700 bushels
1954-55	2,961	174,591,400 bushels
1955-56	2,953	179,354,900 bushels
1956-57	2,941	186,205,700 bushels
1957-58	1,933	191,160,500 bushels
1958-59	2,920	195,915,990 bushels
1959-60	2,906	200,846,990 bushels
1960-61	2,911	188,271,100 bushels
1961-62	2,886	192,840,300 bushels
1962-63	2,878	192,876,800 bushels
1963-64	2,865	5,423,370 tonnes
1964-65	2,856	5,562,730 tonnes
1965-66	2,842	5,639,200 tonnes
1966-67	2,809	5,710,190 tonnes
1967-68	2,775	5,814,190 tonnes
1968-69	2,752	5,859,780 tonnes
1969-70	2,744	5,892,440 tonnes
1970-71	2,732	5,897,590 tonnes
1971-72	2,667	5,827,720 tonnes
1972-73	2,536	5,622,120 tonnes
1973-74	2,431	5,461,010 tonnes
1974-75	2,389	5,371,020 tonnes
1975-76	2,309	5,235,230 tonnes
1976-77	2,171	5,006,920 tonnes
1977-78	2,032	4,843,630 tonnes
1978-79	1,980	4,772,870 tonnes
1979-80	1,915	4,673,700 tonnes
1980-81	1,805	4,514,570 tonnes
1981-82	1,704	4,395,330 tonnes
1982-83	1,578	4,143,480 tonnes
1983-84	1,521	4,064,470 tonnes
1984-85	1,045	3,979,910 tonnes
1985-86	1,031	3,928,450 tonnes
1986-87	994	3,848,840 tonnes
1987-88	925	3,741,260 tonnes
1988-89	898	3,635,400 tonnes
1989-90	857	3,460,000 tonnes
1990-91	834	3,554,570 tonnes
1991-92	807	3,547,750 tonnes
1992-93	779	3,351,850 tonnes
1993-94	759	3,410,150 tonnes
1994-95	727	3,335,450 tonnes
1995-96	709	3,330,070 tonnes
1996-97	656	3,545,040 tonnes
Dec 1998	583	3,744,410 tonnes

Notes

- ¹ Wilson, A Century of Canadian Grain, p.13; MacGibbon, The Canadian Grain Trade, p.25.
- ² Fowke, The National Policy, p.59-60.
- ³ Everitt, A Study of Grain Elevators in Manitoba, Part 1: A History, p.2; Patton, Grain Growers' Co-operation in Western Canada, p.4-5.
- ⁴ Everitt, A Study of Grain Elevators in Manitoba; Part 1: A History, p.3; Patton, p.4-5.
- ⁵ Patton, p.9-10.
- ⁶ Everitt, A Study of Grain Elevators in Manitoba, Part 1: A History, p.10. Part 2: Selected Inventory, p.54-55.
- ⁷ Everitt, A Study of Grain Elevators in Manitoba, Part 1: A History, p.1.
- ⁸ Everitt, "The Borderlands and the Early Canadian Grain Trade" p.151.
- ⁹ Wilson, Charles, A Century of Canadian Grain, p.14.
- ¹⁰ Kalman, History of Canadian Architecture, p.525-526.
- ¹¹ Silversides, Prairie Sentinels: The Story of the Canadian Grain Elevator, p.17.
- ¹² Everitt, "The Line Elevator in Saskatchewan", p.42.
- ¹³ Everitt, "The Line Elevator in Saskatchewan", p.43.
- ¹⁴ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.23.
- ¹⁵ Everitt, "Flour Milling on the Prairies", p. 282.
- ¹⁶ Anderson, Grain: The Entrepreneurs, p.45
- ¹⁷ Anderson, p.43; Everitt, "Flour Milling on the Prairies", p.286.
- ¹⁸ Anderson, p.46; Everitt, "Flour Milling on the Prairies", p.286.
- ¹⁹ Everitt, "Flour Milling on the Prairies", p.286.
- ²⁰ Anderson, p.49-50.
- ²¹ Everitt, "Flour Milling on the Prairies", p.285; Everitt, "The Line Elevator in Saskatchewan", p.44.
- ²² Everitt, "The Line Elevator in Saskatchewan", p.44.
- ²³ Anderson, p.24.
- ²⁴ Anderson, p.26.
- ²⁵ Anderson, p.73-74.
- ²⁶ Anderson, p.75.
- ²⁷ Anderson, p.82-83.
- ²⁸ Anderson, p.162-164.
- ²⁹ Anderson, p.175.
- ³⁰ Anderson, p.176.
- ³¹ Anderson, p.28.
- ³² Everitt, "The Borderlands and the Early Canadian Grain Trade", p.158.
- ³³ Anderson, p.51-52.
- ³⁴ Anderson, p.52-53; Everitt, "The Borderlands and the Early Canadian Grain Trade", p.158.
- ³⁵ Anderson, p.53.
- ³⁶ Anderson, p.54.
- ³⁷ Anderson, p.54.
- ³⁸ Anderson, p.23-24; p.54.
- ³⁹ Anderson, p.56.
- ⁴⁰ Anderson, p.51.
- ⁴¹ Anderson, p.57.
- ⁴² Anderson, p.58.
- ⁴³ Anderson, p.58.
- ⁴⁴ Anderson, p.58-9.
- ⁴⁵ Anderson, p.93-94.
- ⁴⁶ Anderson, p.94-96.
- ⁴⁷ Anderson, p.96.
- ⁴⁸ Anderson, p.97.
- ⁴⁹ Anderson, p.98-99.

-
- ⁵⁰ Anderson, p.99.
- ⁵¹ Anderson, p.100-101.
- ⁵² Anderson, p.85-89.
- ⁵³ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.26.
- ⁵⁴ Wilson, A Century of Canadian Grain, p.28-30.
- ⁵⁵ Patton, p.17.
- ⁵⁶ Hall, "The Manitoba Grain Act" p.113; Patton, p.24-25; Wilson, A Century of Canadian Grain, p.31-32.
- ⁵⁷ Patton, p.31.
- ⁵⁸ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.29.
- ⁵⁹ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.29.
- ⁶⁰ Hall, p.116, Knutilla, "That Man Partridge": E.A. Partridge, His Thoughts and Times, p.15.
- ⁶¹ Colquette, p.20-21; Knutilla, p.16.
- ⁶² Patton, p.43.
- ⁶³ Colquette, The First Fifty Years: A History of United Grain Growers' Limited, p.27.; Patton, p.43-44.
- ⁶⁴ Colquette, p.29-30; Patton, p.45.
- ⁶⁵ Colquette, p.32-38; Patton, p.49.
- ⁶⁶ Colquette, p.41-42; Patton, p.50.
- ⁶⁷ Colquette, p.45-46.
- ⁶⁸ Colquette, p.53; Patton, p.56.
- ⁶⁹ Colquette, p.47, p.55.
- ⁷⁰ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.30.
- ⁷¹ Colquette, p.86. Patton, p.80-81; Spafford, "The Elevator Issue and the Organised Farmers" p.81.
- ⁷² Everitt, A Study of Grain Elevators in Manitoba, p.30; Fowke, p.139-140; Knutilla, p. 35-36; Spafford, p.81-82.
- ⁷³ Colquette, p.92; Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.32-33.
- ⁷⁴ Patton, p.88; Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.40.
- ⁷⁵ Colquette, p.94.
- ⁷⁶ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.28.
- ⁷⁷ Colquette, p.94-95; Patton, p.90-91.
- ⁷⁸ Colquette, p.29-30; Everitt, A Study of Grain Elevators in Manitoba, Part 1, p. 42-43.
- ⁷⁹ Anderson, Grain, p.30.
- ⁸⁰ Colquette, p.91; p.96; Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.44.
- ⁸¹ Patton, p.98-102.
- ⁸² A Brief Record of the History and Development of the Saskatchewan Co-operative Elevator Company, Limited.
- ⁸³ Colquette, p.89-90; Patton, p.103-105; Spafford, "The Elevator Issue" p.85.
- ⁸⁴ Patton, p.107-108.
- ⁸⁵ Colquette, p.157; Patton, p.124.
- ⁸⁶ Patton, p.163-164.
- ⁸⁷ Patton, p.166-167.
- ⁸⁸ Patton, p.170.
- ⁸⁹ Patton, p.167-168.
- ⁹⁰ Patton, p.170.
- ⁹¹ Patton, p.174-175.
- ⁹² Colquette, p.145-146; Fairbairn, From Prairie Roots: The Remarkable Story of Saskatchewan Wheat Pool, p.11; Fowke, p.169-170; Patton, p.195.
- ⁹³ Colquette, p.146; Fairbairn, p.12; Patton, p.196-198.
- ⁹⁴ Fairbairn, p.13; Patton, p.198.
- ⁹⁵ Colquette, p.147; Fairbairn, p.13.
- ⁹⁶ Colquette, p.149; Fairbairn, p.13-15; Patton, p.199, 211.
- ⁹⁷ Patton, p.211.
- ⁹⁸ Brennan, "A Political History of Saskatchewan, 1905-1929" p.561.
- ⁹⁹ Fairbairn, p.20-22.

-
- ¹⁰⁰ Brennan, p.561.
¹⁰¹ Fairbairn, p.16; Patton, p.213-215.
¹⁰² Fairbairn, p.24.
¹⁰³ Patton, p.215-216.
¹⁰⁴ Fairbairn, p.27, p.31; Patton, p.216-217.
¹⁰⁵ Fairbairn, p.37-40; Patton, p.216-220.
¹⁰⁶ Fairbairn, p.57-58.
¹⁰⁷ Fairbairn, p.57.
¹⁰⁸ Fairbairn, p.59-60.
¹⁰⁹ Fairbairn, p.63.
¹¹⁰ Fairbairn, p.63.
¹¹¹ Fairbairn, p.66-67.
¹¹² Anderson, p.65.
¹¹³ Anderson, p.66, p.69-70.
¹¹⁴ Anderson, p.155-158; Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.54.
¹¹⁵ Anderson, p.109-117.
¹¹⁶ Everitt, "Borderlands" p.161.
¹¹⁷ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.58.
¹¹⁸ Silversides, Prairie Sentinels: The Story of the Canadian Grain Elevator, p.16.
¹¹⁹ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.61.
¹²⁰ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.59-60.
¹²¹ Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.59.
¹²² Everitt, A Study of Grain Elevators in Manitoba, Part 1, p.58.
¹²³ Silversides, "Introduction" to Hans Dommasch's Prairie Giants, p.9.
¹²⁴ Silversides, p.9.
¹²⁵ Based on Gordon Fulton's Framework and Criteria for the Evaluation of Country (Primary) Grain Elevators. Canadian Heritage, National Historic Sites Directorate, 1995.

Appendix 1 - Illustrations

Illustration 1: A Standard 'Sloping Shoulder' Elevator



Illustration 2: A Typical Hipped-Roof Elevator





Appendix 1 - Illustrations

Illustration 3: Types of Annexes – Crib Annex



Illustration 4: Types of Annexes – Frame Annex



Appendix 1 - Illustrations

Illustration 5: Types of Annexes – Steel Bin Annex

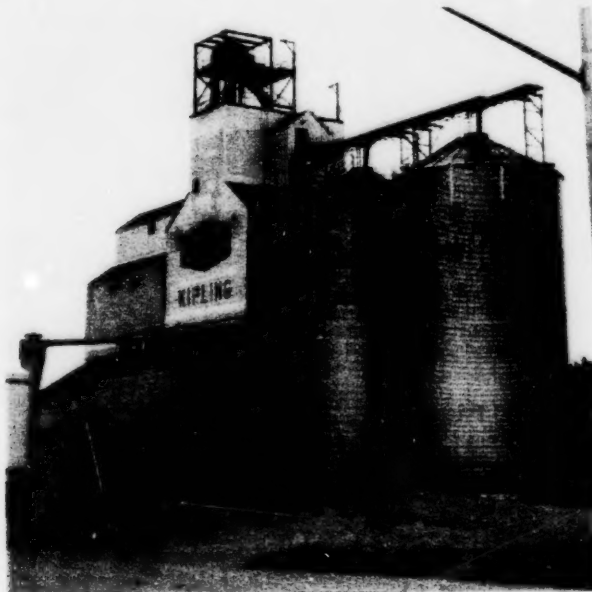


Illustration 6: Elevator with Exposed Machinery



Appendix 2: Consolidation of Elevator Companies – Alphabetical

SOURCE: Charles W. Anderson, *Grain: The Entrepreneurs*. (Winnipeg: Watson & Dwyer, 1991) pp. 186-189.

Company	Year Estd.	Disposal
Alberta Farmers' Co-operative Elevator Co. Ltd.	1913	1917 – Merged with UGG
Alberta Grain Co. Ltd.	1906	1912 – Merged with Alta. Pacific Grain Co.
Alberta Pacific Elevator Co. Ltd.	1907	1912 – Merged with Alta. Pacific Grain Co.
Alberta Pacific Grain Co. Ltd.	1912	1966 – Merged with Federal Grain Co.
Alberta Wheat Pool	1926	Still Operating
Alliance Grain Co. Ltd.	1931	1948 – Sold to UGG, Man. Pool, etc.
Anchor Elevator Co.	1902	1916 – Sold to Sterling Elev. Co.
W.J. Anderson Elevator Co. Ltd.	1932	1948 – Sold to UGG
Atlas Elevator Co.	1909	1921 – Sold to Security Elevator Co.
N. Bawlf Grain Co.	1909	1941 – Sold to Alta. Pacific., Federal
Beaver Elevator Co. Ltd.	1907	1929 – Merged with Western Grain Co.
British America Elevator Co. Ltd.	1906	1940 – Merged with National Grain Co.
Brooks Elevator Co. Ltd.	1921	1929 – Merged with Federal Grain Ltd.
Canada West Grain Co. Ltd.	1914	1962 – Sold to UGG
Canadian Elevator Co. Ltd.	1902	1928 – Merged with Can. Con. Grain Co.
Canadian Consolidated Grain Co. Ltd.	1928	1959 – Sold to UGG
Cargill Ltd.		Still Operating
Central Grain Co. Ltd.	1908	1929 – Merged with Western Grain Co.
Conger Sanborn Co. Ltd.	1924	1959 – Ceased operations
Crescent Elevator Co. Ltd.	1922	1928 – Merged with Victoria Elevator Co.
Dominion Elevator Co. Ltd.	1897	1928 – Merged with Can. Cons. Grain Co.
Dwyer Elevator Co. Ltd.	1920	1928 – Sold to Parrish & Heimbecker Ltd.
Ellison Milling & Elevator Co. Ltd.	1911	1975 – Sold to Parrish & Heimbecker Ltd.
Federal Grain Co.	1912	1929 – Merged with Federal Grain Ltd.
Federal Grain Ltd.	1929	1972 – Sold to Man, Sask. Alta. Pools
Gillespie Grain Co. Ltd.	1909	1942 – Sold to UGG
Gold Grain Co.	1924	1929 – Merged with Federal
Golden West Grain Co.	1911	1917 – Sold to Federal Grain Co.
Goose Lake Grain & Lumber Co.	1910	1922 – Sold to Pioneer Grain Co.
W. Grant Grain Co. Ltd.	1911	1919 – Sold to Province Grain Co.
Hallet & Carey Co. Ltd.	1913	1922 – Sold to Canada West Grain Co.
Home Grain Co. Ltd.	1914	1949 – Merged with Searle Grain Co. Ltd.
Imperial Elevator & Lumber Co.	1903	1917 – Sold to Dominion Elevator Co., etc.
Independent Grain Co. Ltd.	1911	1954 – Sold to Pioneer Grain Co.
Interior Elevator Co. Ltd.	1914	1920 – Merged with N.M. Paterson & Co.
International Elevator Co. Ltd.	1905	1929 – Merged with Federal Grain Ltd.
Inter-Ocean Grain Co. Ltd.	1918	1973 – Sold to Pioneer Grain Co.
Johnson Elevator Co.	1911	1917 – Sold to Spencer Grain Co.
Lake of the Woods Milling Co. Ltd.	1887	1959 – Sold to Ogilvie Flour Mills Co.
Leitch & Anderson Grain Co.	1915	1919 – Sold to Hallet & Carey Co.
Leitch Bros. Flour Mills Ltd.	1886	1917 – Sold to Ogilvie Flour Mills Co.
Liberty Grain Co. Ltd.	1918	1929 – Merged with Searle Grain Co. Ltd.
Malden Elevator Co. Ltd.	1917	1930 – Sold to Searle Grain Co. Ltd.
Manitoba Pool Elevators	1925	Still Operating
Maple Leaf Milling Co. Ltd.	1907	1929 – Sold to Federal Grain Ltd.
Matheson Lindsay Grain Co.	1909	1928 – Sold to Province Grain Co.
McCabe Bros. Co.	1924	1947 – Sold to McCabe Grain Co.
McCabe Grain Co. Ltd.	1947	1968 – Sold to UGG
McCabe Elevator Co. Ltd.	1909	1929 – Sold to McCabe Bros. Co.
R.B. McClean Grain Co. Ltd.	1911	1924 – Sold to McCabe, Province, Pioneer
McEwan, Doherty & West Ltd.	1912	1925 – Sold to Spencer Grain Co., SWP

Appendix 2: Consolidation of Elevator Companies – Alphabetical

McGaw-Dwyer Ltd.	1917	1920 – Sold to Dwyer Elevator Co.
McLaughlin Elevator Co.	1906	1929 – Merged with Federal Grain Ltd.
McLaughlin-Ellis Ltd.	1902	1916 – Sold to Interior Elevator Co.
Midland Grain Co. Ltd.	1916	1932 – Sold to Midland & Pac. Grain Corp.
Midland & Pacific Grain Corp. Ltd.	1932	1954 – Sold to UGG
Mutual Grain Co. Ltd.	1918	1949 – Sold to Western Grain Co.
National Elevator Co. Ltd.	1909	1940 – Merged with National Grain Co.
National Grain Co.	1940	1975 – Sold to Cargill Grain Co. Ltd.
Northern Elevator Co. Ltd.	1893	1940 – Merged with National Grain Co.
Northern Grain Co. Ltd.	1929	1947 – Sold to Alberta Wheat Pool
North Star Grain Co. Ltd.	1909	1939 – Sold to Reliance Grain Co.
Occidental Elevator Co.	1911	1914 – Sold to Sask. El., Royal, National
Ogilvie Flour Mills Co. Ltd.	1881	1959 – Sold to Man., Sask. & Alta. Pools
Parrish & Heimbecker Ltd.	1909	Still Operating
N.M. Paterson & Sons Ltd.	1908	Still Operating
Peaker Bros. & Co.	1920	1924 – Sold to Peaker Gibson Grain Co.
Peaker Gibson Grain Co. Ltd.	1924	1928 – Sold to Alta. Pacific
Pioneer Grain Co. Ltd.	1913	Still Operating
Planet Elevator Co. Ltd.	1914	1917 – Sold to Stewart, Home, Midland
Prairie Elevator Co. Ltd.	1910	1916 – Sold to Alta. Pacific, Ogilvie
Province Grain Co. Ltd.	1914	1936 – Merged with Reliance Grain Co.
Quaker Oats Co.	1909	1939 – Sold to Searle Grain Co.
Reliance Grain Co. Ltd.	1912	1922 – Sold
Province Grain Co.	1936	1947 – Sold to UGG & 1948 – Sold to Searle
James Richardson & Sons Ltd.		1923 – Sold to Pioneer Grain Co.
Robin Hoods Flour Mills Ltd.	1912	1926 – Sold to National Elevator Co.
Royal Elevator Co.	1903	1914 – Sold to Interior Elevator Co.
Saskatchewan Co-operative Elevator Co.	1911	1926 – Sold to SWP
Saskatchewan Elevator Co. Ltd.	1912	1929 – Merged with Searle Grain Co.
Saskatchewan & Western Elevator Co. Ltd.	1909	1930 – Sold to Pioneer Grain Co.
Saskatchewan Wheat Pool	1925	Still Operating
Saskatoon Milling Co.	1909	1912 – Sold to Reliance Grain Co.
Scottish Co-operative Elevator Wholesale Society Ltd.	1906	1973 – Sold to Manitoba Pool
Searle Grain Co. Ltd.	1921	1967 – Merged with Federal
Security Elevator Co. Ltd.	1909	1929 – Merged with Northern Elevator Co.
Spencer Grain Co. Ltd.	1906	1929 – Merged with Western Grain Co.
Standard Elevator Co. Ltd.	1904	1938 – Sold to Searle Grain Co.
State Elevator Co. Ltd.	1909	1929 – Merged with Western Grain Co.
Sterling Elevator Co. Ltd.	1916	1920 – Sold to Sask. & Western Grain CO.
Stewart Grain Co. Ltd.	1912	1929 – Merged with Federal Grain Ltd.
Sunny Belt Grain & Elevator Co.	1911	1911 – Sold to Pioneer, Alta. Pacific
Taylor Milling & Elevator Co.	1911	1916 – Sold to Ellison, Imperial Elevator
Claude Terwilliger; Terwilliger Grain	1911	1927 – Sold to Alberta Wheat Pool
Thorson-Olson Grain Co.	1914	1920 – Sold to James Richardson & Sons
Topper Grain Co. Ltd.	1922	1929 – Merged with Federal Grain Ltd.
C.C. Turner & Co. ; Turner Elevator Co.	1903	1923 – Sold to Victoria Elevator Co.
Union Grain Co. Ltd.	1905	1929 – Merged with Federal Grain Ltd.
United Grain Growers Ltd.	1917	Still Operating
Victoria Elevator Co. Ltd.	1917	1929 – Merged with McCabe Grain Co.
Wallbridge Terwilliger Elevator Co.	1911	1912 – Sold to Robin Hood Flour Mills
Warner Grain Co. Ltd.	1913	1913 – Sold to Dominion Elevator Co.
Winnipeg Elevator Co.	1899	1910 – Merged with Canadian Elevator Co.
West Coast Grain Co.	1911	1912 – Sold to Alberta Grain Co.

Appendix 2: Consolidation of Elevator Companies – Alphabetical

Western Canada Flour Mills Co. Ltd.	1907	1940 – Sold to Man. Pool, P & H
Western Elevator Co. Ltd.	1901	1929 – Merged with Western Grain Co.
Western Grain Co. Ltd.	1929	1951 – Sold to Pioneer, Federal Grain
Weyburn Flour Mills Ltd.	1948	1964 – Sold to Inter-Ocean Grain Co.
J.M. Wiley & Co.; Wiley, Low & Co. Ltd.	1909	1931 – Sold to Federal Grain Ltd.
Young Grain Co. Ltd.	1904	1922 – Sold to N.M. Paterson & Co.

Appendix 3: Consolidation of Elevator Companies – By Company

SOURCE: Charles W. Anderson, Grain: The Entrepreneurs. (Winnipeg: Watson & Dwyer, 1991) pp. 186-189.

CARGILL LTD. (founded in 1928 - entered elevator business in Canada in 1974)

- 1975 – National Grain Co.
- 1940 – National Elevator Co. Ltd.
- 1926 – Robin Hood Mills Ltd.
- 1940 – Northern Elevator Co. Ltd.
- 1929 – Security Elevator Co. Ltd.
- 1921 – Atlas Elevator Co.
- 1940 – British American Elevator Co. Ltd.

N.M. PATERSON & SONS LTD. (founded in 1914)

- 1920 – Interior Elevator Co. Ltd.
- 1914 – Royal Elevator Co.
- 1916 – McLaughlin-Ellis Ltd.
- 1922 – Young Grain Co. Ltd.

PARRISH & HEIMBECKER LTD. (founded in 1909)

- 1918 – Strong & Dowler
- 1928 – Dwyer Elevator Co. Ltd.
- 1917 – McGaw-Dwyer Ltd.
- 1940 – Western Canada Flour Mills Co. Ltd.
- 1975 – Ellison Milling & Elevator Co.
- 1916 – Taylor Milling & Elevator Co. Ltd. (divided between Ellison & Imperial Elevator)

PIONEER GRAIN CO. (founded in 1913)

- 1911 – Sunny Belt Grain & Elevator Co. (divided between Pioneer & Alta. Pacific)
- 1920 – Thorson-Olson Grain Co.
- 1922 – Goose Lake Grain & Lumber Co.
- 1924 – R. B. McClean Grain Co. Ltd. (divided between McCabe, Province & Pioneer)
- 1930 – Saskatchewan & Western Elevator Co. Ltd.
- 1920 – Sterling Elevator Co. Ltd.
- 1951 – Western Grain Co. Ltd. (divided between Pioneer & Federal)
- 1929 – Beaver Elevator Co. Ltd.
- 1929 – Central Grain Co. Ltd.
- 1929 – Spencer Grain Co. Ltd.
- 1917 – Johnson Elevator Co.
- 1925 – McEwan, Doherty & West Ltd. (divided between Spencer & SWP)
- 1929 – State Elevator Co. Ltd.
- 1949 – Mutual Grain Co. Ltd.
- 1954 – Independent Grain Co. Ltd.
- 1973 – Inter-Ocean Grain Co. Ltd.
- 1964 – Weyburn Flour Mills Ltd.

Appendix 3: Consolidation of Elevator Companies – By Company

UNITED GRAIN GROWERS LTD. (formed in 1917)

1917 – Grain Growers Grain Co.

1917 – Alberta Farmers' Co-operative Elevator Co. Ltd.

1942 – Gillespie Grain Co. Ltd.

1947 – Province Grain / Reliance Grain Co. (divided between UGG, Searle, Man. Pool, Pioneer)

1919 – W. Grant Grain Co. Ltd.

1924 – R.B. McClean Grain Co. Ltd. (divided between McCabe, Province & Pioneer)

1928 – Matheson Lindsay Grain Co.

1939 – North Star Grain Co. Ltd.

1948 – Alliance Grain Co. Ltd.

1954 – Midland & Pacific Grain Corp. Ltd.

1917 – Planet Elevator Co. Ltd. (divided between Stewart, Home & Midland)

1932 – Midland Grain Co. Ltd.

1959 – Canadian Consolidated Grain Co. Ltd.

1924 – Warner Grain Co. Ltd. (or Warner-Johnson Elevator Co.)

1928 – Canadian Elevator Co. Ltd.

1928 – Dominion Elevator Co. Ltd.

1917 – Imperial Elevator & Lumber Co.

1916 – Taylor Milling & Elevator Co. Ltd. (divided between Ellison & Imperial)

1962 – Canada West Grain Co. Ltd.

1922 – Hallet & Carey Co. Ltd.

1919 – Leitch & Anderson Grain Co.

1968 – McCabe Grain Co. Ltd.

1924 – R.B. McClean Grain Co. Ltd. (divided between McCabe, Province & Pioneer)

1929 – Victoria Elevator Co. Ltd.

1923 – C.C. Turner & Co; Turner Elevator Co.

1928 – Crescent Elevator Co. Ltd.

1947 – McCabe Bros. Co.

1929 – McCabe Elevator Co. Ltd.

Appendix 3: Consolidation of Elevator Companies – By Company

SASKATCHEWAN WHEAT POOL (founded in 1924)

- 1925 – McEwan, Doherty & West Ltd. (divided between Spencer Grain Co. & SWP)
- 1926 – Saskatchewan Co-operative Elevator Co.
- 1959 – Ogilvie Flour Mills Co. Ltd.
 - 1917 – Leitch Bros. Flour Mills Ltd.
 - 1959 – Lake of the Woods Milling Co.
- 1972 – Federal Grain Ltd.
 - 1929 – Golden West Grain Co.
 - 1929 – Brooks Elevator Co. Ltd.
 - 1929 – International Elevator Co. Ltd.
 - 1929 – McLaughlin Elevator Co.
 - 1929 – Maple Leaf Milling Co. Ltd.
 - 1929 – State Elevator Co. Ltd.
 - 1929 – Topper Grain Co. Ltd.
 - 1929 – Union Grain Co. Ltd.
 - 1929 – Stewart Grain Co. Ltd.
 - 1917 – Planet Elevator Co. Ltd. (divided between Stewart, Home & Midland)
- 1931 – J. M. Wiley & Co.; Wiley, Low & Co. Ltd.
- 1941 – N. Bawlf Grain Co.
- 1951 – Western Grain Co. Ltd. (divided between Federal & Pioneer)
 - 1929 – Beaver Elevator Co. Ltd.
 - 1929 – Central Grain Co. Ltd.
 - 1929 – Spencer Grain Co. Ltd.
 - 1917 – Johnson Elevator Co.
 - 1929 – Western Elevator Co. Ltd.
 - 1949 – Mutual Grain Co. Ltd.
- 1967 – Searle Grain Co. Ltd.
 - 1929 – Saskatchewan Elevator Co. Ltd.
 - 1929 – Liberty Grain Co. Ltd.
 - 1930 – Malden Elevator Co. Ltd.
 - 1939 – Quaker Oats Co.
 - 1947 – Province Grain / Reliance Grain Co. (divided between UGG, Searle)
 - 1919 – W. Grant Grain Co. Ltd.
 - 1924 – R.B. McClean Grain Co. Ltd. (divided between McCabe, Province & Pioneer)
 - 1928 – Matheson Lindsay Grain Co.
 - 1939 – North Star Grain Co. Ltd.
 - 1949 – Home Grain Co. Ltd.
 - 1917 – Planet Elevator Co. Ltd. (divided between Stewart, Home & Midland)
- 1966 – Alberta Pacific Grain Co. Ltd.
 - 1910 – Prairie Elevator Co. Ltd.
 - 1912 – Alberta Grain Co. Ltd.
 - 1912 – West Coast Grain Co.
 - 1912 – Alberta Pacific Elevator Co. Ltd.
 - 1928 – Peaker Gibson Grain Co. Ltd.
 - 1941 – N. Bawlf Grain Co.

Sources

Books:

- Anderson, Charles W. Grain: The Entrepreneurs. Winnipeg: Watson & Dwyer Publishing Ltd., 1991.
- Bellan, Ruben. Winnipeg First Century: An Economic History. Winnipeg: Queenston House Publishing, 1978.
- Blanchard, J. A History of the Canadian Grain Commission. Ottawa: Canadian Grain Commission, 1987.
- Colquette, R.D. The First Fifty Years: A History of United Grain Growers Limited. Winnipeg: The Public Press Ltd., 1957.
- Cullimore, Roy. A Survey of the Uses and Abuses of the Prairie Elevator. Winnipeg: Frye Publishing, 1983.
- Dommasch, Hans (introduction by Brock Silversides). Prairie Giants. Saskatoon: Western Producer Prairie Books, 1986.
- Fairbairn, Garry. From Prairie Roots: The Remarkable Story of Saskatchewan Wheat Pool. Saskatoon: Western Producer Prairie Books, 1984.
- Fowke, Vernon C. The National Policy and the Wheat Economy. Toronto: University of Toronto Press, 1957.
- Fung, Ka-lu, ed. Atlas of Saskatchewan, Second Edition. Saskatoon: University of Saskatchewan, 1999.
- Kalman, Harold. A History of Canadian Architecture, Volumes 1 & 2. Toronto: Oxford University Press, 1994.
- Kneen, Brewster. Trading Up: How Cargill, the World's Largest Grain Company, is Changing Canadian Agriculture. Toronto: NC Press Ltd., 1990.
- Knuttila, Murray. "That Man Partridge" - E.A. Partridge, His Thoughts and Times. Regina: Canadian Plains Research Center, 1994.
- Levine, Allan. The Exchange: 100 Years of Trading Grain in Winnipeg. Winnipeg: Peguis Publishers, 1987.
- MacGibbon, D.A. The Canadian Grain Trade. Toronto: Macmillan, 1932.

MacGibbon, D.A. The Canadian Grain Trade, 1931-1952. Toronto: University of Toronto Press, 1952.

Mahar-Keplinger, Lisa (forward by Aldo Rossi). Grain Elevators. New York: Princeton Architectural Press, 1993.

McDonnell, Greg. Wheat Kings: Vanishing Landmarks of the Canadian Prairies. Erin, Ontario: Boston Mills Press, 1998.

Moorhouse, Hopkins. Deep Furrows. Toronto: George J. McLeod Ltd. Publishers, 1918.

Morgan, Dan. Merchants of Grain. New York: Penguin Books, 1980.

Patton, Harald S. Grain Growers' Cooperation in Western Canada. Cambridge: Harvard University Press, 1928.

Rea, J.E. T.A. Crerar: A Political Life. Montreal: McGill-Queen's University Press, 1997.

Saskatchewan Association of Architects. Historic Architecture in Saskatchewan. Regina: Focus Publishing Ltd., 1986.

Silversides, Brock. Prairie Sentinel: The Story of the Canadian Grain Elevator. Calgary: Fifth House, 1997.

Stevens, G.R. Ogilvie in Canada: Pioneer Millers, 1901-1951. Toronto: McLaren & Sons Ltd., 1951.

Strange, H.G.L. A Short History of Prairie Agriculture. Winnipeg: Searle Grain Company Ltd., 1954.

Stubbles, Russel L. (forward by John E. Miller). Skyscrapers of the Prairie: South Dakota's Historic Wooden Grain Elevators. Brookings, South Dakota: Harold's Printing Co., 1997.

Wilson, C.F. A Century of Canadian Grain: Government Policy to 1951. Saskatoon: Western Producer Prairie Books, 1978.

Wilson, Charles F. Grain Marketing in Canada. Winnipeg: Canadian International Grains Institute, 1979.

Theses:

Brennan, J. William. "A Political History of Saskatchewan, 1905-1929." Ph.D. Thesis, University of Alberta, 1976.

Irwin, Robert S. "Farmers' Expectations and the Saskatchewan Co-operative Elevator Company, 1908 to 1917." M.A. Thesis, University of Saskatchewan, 1988.

Articles:

Aksomitis, Linda. "No Need for Signposts." Western People (Jan 27, 1994) p. 2.

Anderson, Charles W. "Grain: Pioneer Merchants Established Winnipeg As a Major Canadian Commercial Centre." The Beaver (Oct/Nov 1986) pp. 33-42.

Atkinson, Ester. "Prairie Sentinels." Western People (date?) pp. 10-12.

Bohi, Charles W. "A Disappearing Architectural Heritage." Folklore (v.5, n.2, Spring 1984) pp. 13-16.

Brennan, Bill. "Are Saskatchewan's Grain Elevators Doomed to Extinction?" Facade (v.6, n.3, December 1993) pp. 18-19.

Epp, A. Ernest. "The Lake of the Woods Milling Company: An Early Western Industry" in The Canadian West: Social Change & Economic Development, Henry C. Klassen, ed. (Calgary: Comprint Publishing, 1977) pp. 147-162.

Everitt, John C. "The Borderlands and the Early Canadian Grain Trade" in Borderlands: Essays in Canadian-American Relations, Robert Lecker, ed. (Toronto: ECW Press, 1991) pp. 146-172.

Everitt, John. "The Early Development of the Flour Milling Industry on the Prairies." Journal of Historical Geography (v.19, n.3, 1993) pp. 278-298.

Everitt, John. "The Line Elevator in Saskatchewan." Saskatchewan History (v.44, n.2, Spring 1992) pp. 41-58.

Everitt, John & Roberta Kempthorne. "Prairie 'Custom' Flour Mills" in Reflections from the Prairies: Geographical Essays, H. John Selwood & John C. Lehr, eds. (Winnipeg: University of Winnipeg, 1992) pp. 41-60.

Hall, D.J. "The Manitoba Grain Act: An "Agrarian Magna Charta"?" Prairie Forum (v.4, n.1, Spring 1979) pp. 105-120.

- Henderson, Bill. "Chaff of Wheat." Canadian Architect (June 1997) p. 46.
- Holdsworth, Deryck & John C. Everitt. "Bank Branches and Elevators: Expression of Big Corporations in Small Prairie Towns." Prairie Forum (v.13, n.2, Fall 1988) pp. 173-190.
- Irwin, Robert. "'The Better Sense of the Farm Population': The Partridge Plan and Grain Marketing in Saskatchewan." Prairie Forum (v.18, n.1, Spring 1993) pp. 35-52.
- Johnson, Terry & Milne, Brian. "Twilight of a Prairie Icon." Canadian Geographic (v.117, n.5, Sept/Oct 1997) pp. 28-37
- Kalman, Harold. "This Elevator is Going Down." Canadian Heritage (v.10, n.1, Feb/Mar 1984) pp. 18-24.
- Lebastard, Henri. "Evolution of Grain Handling: From Oxen to Semi-trailers, And What of the Future?" Folklore (v.18, n.2, Spring 1997) pp. 14-15.
- MacArthur, Mary. "The Climbing Museum." Western People (June 26, 1997) pp. 4-5.
- McMordie, Michael. "Grain Elevators." The Canadian Encyclopedia, Second Edition (Edmonton: Hurtig Publishers, 1988) p. 921.
- Morgan, E.C. "The Bell Farm." Saskatchewan History (v.19, n.2, Spring 1966) pp. 41-60.
- Polachic, Darlene. "Skyscrapers for Grain." Western People (Jan 27, 1994) pp. 1 & 7.
- Pratt, Sean (story) & Michael Raine (photos). "Elevator Ups & Downs." Western People (Jan 27, 1994) pp. 4-5.
- Rediger, Pat. "Terminal." Saskatchewan Business (Spring 1994) pp. 10-13.
- Ross, Jane. "Grain Elevators Going Down: Recording a Vanishing Icon." Legacy: Alberta's Heritage Magazine (v.3, n.1, Feb-Apr 1998) pp. 28-30.
- Sitwell, O.F.G. "Why did the grain elevator become the chief symbol of the Canadian Prairies?" The Albertan Geographer (v.16, 1980) pp. 3-11.
- Spafford, D.S. "The Elevator Issue, the Organized Farmers and the Government, 1908-11." Saskatchewan History (v.15, n.3, Autumn 1962) pp. 81-92.
- Spafford, D.S. "The Origin of the Farmers' Union of Canada." Saskatchewan History (v.18, n.3, Autumn 1965) pp. 89-98.
- Swain, Stafford. "Prairie Skyscrapers: Wood Crib Grain Elevators." Railroad Model Craftsman (July 1983) pp. 53-59

Vervoort, Patricia. "Industrial Building in the West: The Dominion Government Elevators at Saskatoon, Moose Jaw and Calgary." Bulletin: Society for the Study of Architecture in Canada (v.16, n.3, Sept 1991) pp. 60-71.

Yackulic, George & Robert Tyre. "Grain Handling: Passing of the Prairie 'Sentinel'." Western Business & Industry (v.36, n.11, Nov 1962) pp. 46-47 & 58.

Government Documents & Unpublished Reports:

A Brief Record of the History and Development of the Saskatchewan Co-operative Elevator Company, Limited. Regina: Saskatchewan Co-operative Elevator Company Ltd., 1925.

Burke, Bob. Historical Report on the Saskatchewan Wheat Pool Elevator #1 Bulyea, Saskatchewan. Regina: Saskatchewan Municipal Government, Heritage Branch, July 1995.

Canadian Grain Commission. Grain Elevators in Canada. Various Years, 1916 to 1998.

Cunningham, Bob. Evolution of the Country Elevator System. Regina: Saskatchewan Wheat Pool Library, Research Division, May 1984.

Everitt, John. A Study of Grain Elevators in Manitoba. Brandon: Brandon University, Department of Geography, 1992.

Ewart, Keith. The Grain Elevator in Saskatchewan. Saskatoon: A Report Prepared for the Saskatchewan Heritage Foundation, Project No.92-06R, File No.134, 1994.

Fulton, Gordon. Framework and Criteria for the Evaluation of Country (Primary) Grain Elevators. Canadian Heritage, National Historic Sites Directorate, 1995.

Miller, Calvin. Saskatchewan Grain Elevators: A Preliminary Study. Regina: Heritage Branch Saskatchewan Municipal Government, the Saskatchewan Heritage Foundation & the Saskatchewan Architectural Heritage Society, 1997.

Report of the Elevator Commission of the Province of Saskatchewan. Regina: King's Printers, 1910.

Videos:

Prairie Sentinels: The Grain Elevators of Canada. University of Calgary, Architecture & Canadian Society Series. 1986.

Internet Sites:

AgInfo Net. <http://www.agrifonet.sk.ca/>

AgPro Grain. <http://www.agpro.com/>

Archer Daniels Midland. <http://www.admworld.com/>

CanAmera Foods. <http://www.canamera.ca/>

Canada Agriculture Online. <http://www.agcanada.com/>

Canada Grains Council. <http://www.canadagrainscouncil.ca/>

Canadian Grain Commission. <http://www.cgc.ca/>

Canadian Federation of Agriculture. <http://www.cfa-fca.ca/>

Canadian Wheat Board. <http://www.cwb.ca>

Can-Oat Milling. <http://www.canoat.com/>

Cargill. <http://www.cargill.com/>

ConAgra Grain. <http://www.conagra-canada.com/>

Connolly, Kevin. "Grain Elevators of Saskatchewan, Canada".
<http://www.acs.ualgary.ca/~gkconnol/SaskElevators1.html>. Retrieved Sept 8, 1999.

Dunn, Scott. "Prairie Grain Elevators / Historic Landscapes of Manitoba".
http://www.cadlab.umanitoba.ca/la_www/scrub/elevators.html. Retrieved Dec 30, 1996.

N.M. Paterson & Sons. <http://www.marmus.ca/patrsn/index.html/>

Pioneer Grain. <http://www.jri.ca/pioneer.html>

Saskatchewan Agriculture & Food. <http://www.agr.gov.sk.ca/>

Saskatchewan Wheat Pool. <http://www.swp.com/>

United Grain Growers. <http://www.ugg.com/corpweb/>

Western Producer. <http://www.producer.com/>